The New-York Times.

VOL. XVI.....NO. 4801. NEW-YORK, THURSDAY, FEBRUARY 14, 1867. PRICE FOUR CENTS.

EUROPEAN NEWS.

Dates to Last Evening by the Ocean Telegraph.

The English Liberal Press on Reform.

MORE ARRESTS OF SUPPOSED FENIANS.

Dissolution of the Italian Parliament.

Resignation of Baron Ricasoli at the King's Request.

Liberal Triumph at the Election in Berlin.

An American Vessel to Relieve Sufferers in Candia.

The Viceroy of Egypt Asks Independence from Turkey.

GREAT BRITAIN.

THE NEW PLAN OF REFORM.

Ten Liberal Organs Denounce the Project Announced by D'Israeli.

LONDON, Wednesday, Feb. 13.

The Liberal organs generally denounce the plan of reform announced by D'ISRAELI on Monday afternoon in the House of Commons.

Fenians Arrested—Two American Ex-Officers Among Them.

Fenian arrests still continue. Many new Irish arrests were made yesterday, including two ex-officers of the American Army.

ITALY.

Resignation of Baron Ricasoli—The King Prorogues the Diet to the 28th of February.

FLORENCE, Wednesday, Feb. 13.

The Italian Diet has been prorogued to the 28th of February. Baron BETTINO RICASOLI, the Chief Minister has resigned at the King's request.

THE PARLIAMENT DISSOLVED.

A New Election to Take Place on the 10th of March.

FLORENCE, Wednesday, Feb. 13.

By decree of King VICTOR EMMANUEL the existing Italian Parliament, which had been previously prorogued, is dissolved and the elections for a new Parliament are ordered to take place the 10th of March next.

PRUSSIA.

THE PARLIAMENTARY ELECTIONS.

Triumph of the Liberal Party in the City of Berlin.

BERLIN, Wednesday, Feb. 13.

In the election which took place yesterday for member of the North German Parliament, the Liberals carried this city.

CANDIA.

RELIEF FOR SUFFERING FAMILIES.

An American Ship Gone to Take on Board the Christian Refugees.

LONDON, Wednesday, Feb. 13.

An American ship has left a Spanish port, bound to Candia, for the purpose of removing the suffering families of the Christians from the island.

EGYPT.

INDEPENDENCE DEMANDED.

Ismail Pasha Would Like to be Independent of the Turkish Sultan.

LONDON, Wednesday, Feb. 13.

It is reported that ISMAIL PASHA the Viceroy of Egypt demands that he be made virtually independent of the Sublime Porte.

FINANCIAL AND COMMERCIAL.

Financial.

LONDON, Wednesday, Feb. 13—Noon.

Consols for money, 91.

American securities open as follows:

United States Five-twenties	73¾
Illinois Central Shares	81½
Erie Railway Shares	39½

LONDON, Wednesday, Feb. 13—Evening.

Consols closed at 91 for money.

American Securities closed at the following rates:

United States Five-Twenties	73¾
Illinois Central Shares	81¾
Erie Railway Shares	39½

FRANKFORT, Wednesday, Feb. 13—Evening.

United States Bonds closed at 76¾.

Commercial.

LIVERPOOL, Tuesday Feb. 12—Evening.

The Cotton market closed flat this evening. The sales to-day did not exceed 7,000 bales. Middling Uplands declined to 13⅞d. ℔ lb., and Middling Orleans to 14⅛d.

The advices from Manchester are unfavorable. The market for goods and yarns in that city has been very dull and heavy, and this evening closes flat.

The Breadstuffs market has been generally quiet and steady. American Corn, however, has declined considerably, the ruling figures this evening being 39s. 9d. ℔ quarter (480 lbs.) for mixed white and yellow.

The market for Beef is firmer and somewhat more active, though prices are quotably unchanged.

Lard is unchanged at 50s. ℔ cwt. for American.

Tallow is dull at the quotation.

Petroleum quiet at 1s. 5d.@1s. 6d. ℔ gallon for white refined.

LIVERPOOL, Wednesday, Feb. 13—Noon.

The market for Cotton opens dull, with a probable day's sale of 8,000 bales. Middling Uplands are unchanged in price however, being still quoted at 14⅛d. ℔ lb.

LIVERPOOL, Wednesday, Feb. 13—Evening.

COTTON.—There was a downward tendency in the cotton market to-day, and Middling Uplands were last quoted at 14⅛d. ℔ lb. The sales of the day were 7,000 bales.

BREADSTUFFS.—The market for Breadstuffs is generally quiet. Corn 39s. 6d. ℔ quarter for mixed Western.

PROVISIONS.—Tallow sold to-day at 44s. ℔ cwt. for American; Lard 50s. ℔ cwt.; Bacon 43s. ℔ cwt. for Middles.

PRODUCE.—Linseed Oil 37s. 10d. ℔ ton. Spirits of Turpentine 38s. ℔ cwt. Resin—Common Wilmington 8s. 6d. ℔ 112 lbs.

PETROLEUM.—Refined Pennsylvania and Canada White 1s. 6d. ℔ gallon.

MARINE NEWS.

Arrival Out.

QUEENSTOWN, Tuesday, Feb. 12—Evening.

The steamship *City of Boston*, Capt. BROOKS, which left New-York on the 2d of February, touched here late this afternoon. The London mails and passengers were landed, after which the *Boston* proceeded to Liverpool.

LIVERPOOL, Wednesday, Feb. 13.

The steamship *North American*, from Portland, Me., has arrived out.

THIRTY-NINTH CONGRESS.

SECOND SESSION.

SENATE....WASHINGTON, Wednesday, Feb. 13.

Petitions and memorials were presented, among them one from citizens of Arkansas, asking that a similar bill to that passed by the House for the government of Louisiana be passed for the organization of civil government in Arkansas.

RESOLUTION OF THANKS.

Mr. WILSON, from the Military Committee, reported adversely the House resolution of thanks to Secretary STANTON and Quartermaster-General MEIGS. It was indefinitely postponed.

MR. ELIOT'S LOUISIANA BILL.

The Clerk of the House announced the passage by the House of the bill for the establishment of and Government in Louisiana.

Messrs. WADE and SUMNER rose simultaneously, and for the same purpose. Mr. SUMNER gave way to Mr. WADE, who moved to postpone all prior orders and take up the Louisiana Bill. As there was very little of the session left, he hoped Senators would proceed to immediate action. The Senate had already established its reputation for talking. He hoped it would now show its capacity for energetic action.

Opposition to this motion came from both sides of the Chamber on the ground that the necessary business of the morning had not been disposed of.

Mr. TRUMBULL was quite as anxious, he said, as Mr. WADE could be, to take up the bill indicated in his (WADE's) motion; but he thought Senators should have an opportunity for clearing their hands of bills and reports first.

Mr. LANE said he would oppose the motion of Mr. WADE, because he wanted to make reports from the Pension Committee.

Mr. HENDRICKS asked if it was in order to object to the consideration of the bill?

The Chair said it was not, as the bill was not yet before the Senate.

Mr. WADE's motion was put and decided in the affirmative by the following vote:

YEAS—Messrs. Brown, Chandler, Cragin, Conness, Creswell, Fowler, Frelinghuysen, Grimes, Harrison, Henderson, Howard, Howe, Kirkwood, Morgan, Pomeroy, Ramsey, Sherman, Stewart Sumner, Wade, Williams Wilson, Yates—23.

NAYS—Messrs. Buckalew, Cattell, Davis, Dixon, Doolittle, Fogg, Foster, Hendricks, Johnson, Lane, Morrill, Nesmith Norton, Patterson, Poland, Sprague, Trumble, Van Winkle, Willey—19.

So the bill was taken up. It required an unanimous consent to consider it to-day, and Mr. HENDRICKS objecting, it goes over.

WEST POINT CADETS.

Mr. WILSON reported adversely the House resolution in relation to the appointment of cadets to West Point.

BILLS REPORTED.

The bill of the House to provide for payment for horses used in the service of the United States; also, the resolution in relation to brevet rank, and the resolution to pay the Tennessee Home Guard—all of which were indefinitely postponed.

Mr. WILLIAMS, from the Committee on Contingent Expenses, reported resolutions to pay to the widow of the late JACOB COLLAMER, and the widow of the late SOLOMON FOOTE, the amount due them under the bill increasing the compensation of members of Congress, which was passed.

LARCENY BILL.

Mr. HENDRICKS called up the bill to punish the larceny of any article of Government property by a fine of $5,000, and imprisonment for not less than one nor more than ten years, or both, which was passed.

SURVEY OF THE UPPER MISSISSIPPI.

Mr. DEMPSEY offered a resolution for the printing of 5,000 copies of Gen. WARREN's report of the survey of the Upper Mississippi. Referred to the Committee on Printing.

CONSULAR FEES.

Mr. FOGG offered a resolution calling on the Secretary of the Treasury for a statement of the salaries, fees, &c., of Consular and Commercial Agents of the United States in Europe, for the four years preceding June last. Adopted.

TENNESSEE WAR CLAIMS.

Mr. PATTERSON offered a resolution, which was adopted, calling upon the Secretary of War to report by whose authority a Commission was appointed during the war to adjudicate the war claims of loyal citizens of Tennessee, the name of the Commissioners, and the amount and the nature of the claims adjudicated.

THE COLORED BOUNTY FUND.

Mr. MORRILL reported from the Committee on Military Affairs, without amendment, the bill to regulate the disposition of the unclaimed colored volunteer bounty fund now in custody of the Freedmen's Bureau.

SOLDIER'S BOUNTIES.

Mr. WILSON reported from the same Committee, the House bill providing for the payment of the additional bounties authorized by law to soldiers who have lost their discharge papers, with an amendment.

This amendment makes the bill provide that, in cases where the claimant's discharge certificate is alleged to be lost or destroyed, and where the claimant's application for arrears of pay and bounty, prior to the act of July 28, 1866, has already been settled by the Auditor, upon proof of loss of discharge, claims for said additional bounty may be settled by the Auditor, upon proof of such loss, as in other like cases of claims settled by him under the regulations to be prescribed by the Secretary of the Treasury.

OFFICERS ON THE RETIRED LIST.

Mr. WILSON also reported, without amendment, from the same Committee, the House bill extending to general officers, and officers on the retired list, the benefit of the additional ration for every five years' service.

VOLUNTEER OFFICERS CREDITED WITH SERVICE.

Mr. WILSON reported with amendment, the House bill, crediting volunteer officers in the regular army with service in the volunteer service, &c., and giving to such officers the same rank by brevet in the regular army, as they held by commission in the volunteer service.

WASHINGTON AND ALEXANDRIA RAILROAD.

Mr. HOWARD reported from the same Committee without amendment, the House joint resolution authorizing the Secretary of the War to adjust and settle the claims of D. RANDOLPH MORTIN, assignee of the Washington, Alexandria and Georgetown Railroad Company, for the use and occupation of the road of said Company during the war.

CAPTURE OF JEFF. DAVIS.

Mr. HOWARD also reported from the same Committee, without amendment, the bill authorizing the payment of the rewards offered for the capture of JEFFERSON DAVIS.

PROCESSES FROM THE UNITED STATES COURTS.

Mr. POLAND reported from the Judiciary Committee a bill providing that persons held upon *mense process* or execution issued from the United States Courts shall be entitled to discharge in the same manner as if arrested upon similar process of the State Courts in the same district.

SUPERINTENDENT OF PUBLIC PRINTING.

Mr. ANTHONY reported from the Committee on Printing the House Bill making the Superintendent of Public Printing elective by the House of Representatives, with an amendment making such officer an officer of, and elective by the Senate.

APPOINTMENTS TO THE CIVIL SERVICE.

Mr. TRUMBULL, from the Judiciary Committee, reported adversely upon Mr. ANTHONY's bill regulating appointments to the civil service, and to promote the efficiency thereof; and the same was indefinitely postponed.

MESSAGE FROM COLORADO.

Mr. WADE presented the following telegraphic message, which was read:

DENVER CITY, Colorado, Feb. 12, 1867.

To the President of the United States and Speaker of the House of Representatives:

A large and enthusiastic mass meeting, held this evening, unanimously adopted the following preamble and resolutions:

Whereas it has been falsely reported to Congress by interested parties that the majority of the people of Colorado are opposed to a State organization; and whereas the same persons have unscrupulously misrepresented our Territory and people in many other ways, by depreciating our wealth and prosperity, and falsifying our actual population; Now, therefore, we, the Union men of Arapaho County, and many from other portions of the Territory, in mass Convention assembled, do adopt the following:

Resolved, That to our certain knowledge the people of Colorado are largely in favor of a State organization.

Resolved, That we most respectfully and earnestly urge upon Congress the passage of the bill for our admission as a State, recently vetoed by the President.

Resolved, That we pledge the faith of the great National Union Party we represent for the prompt acceptance of its conditions, and the ratification of the Constitutional Amendment proposed by Congress.

Resolved, That the President of this meeting telegraph these resolutions to the President of the Senate and the Speaker of the House, with a request to lay them before the respective Houses of Congress.

(Signed) AMOS STOCK.

RAILROAD FROM KANSAS TO MEXICO.

Mr. POMEROY introduced a bill granting public lands to aid in the construction of a railroad and telegraph line from the City of Lawrence, Kansas, to the boundary line between the United States and Mexico, in the direction of the City of Guaymas on the Gulf of California. Referred to the Committee on Pacific Railroad.

THE CUSTOM-HOUSE CODE.

Mr. CRESWELL called up the resolution continuing in force until Jan. 1, 1868, the law for the codification of the Custom Laws. Passed.

PAINTING FOR THE SENATE CHAMBER.

Mr. STEWART offered a resolution instructing the Committee on the Library to inquire into the expediency of contracting with FRANK BUCHSER for a painting for one of the panels of the Senate Chamber.

It required unanimous consent to consider the above to-day, and, Mr. SUMNER objecting, it went over.

THE LEAGUE ISLAND BILL.

At 1 o'clock the Senate proceeded to the consideration of the League Island Bill.

Mr. FOSTER resumed the floor in opposition, and continued his argument against the selection of League Island, on the ground that the location was unhealthy and malarious, that it was too far from the ocean, was difficult of navigation, and that the depth of water to it was not sufficient.

Mr. GRIMES replied to Mr. FOSTER, opposing the proposition of Mr. SUMNER for a Commission to select a location for the new naval depot.

Mr. CATTELL spoke at considerable length in favor of League Island.

Pending the consideration of the subject the Senate went into Executive Session, and soon after took a recess till 7 P. M.

EVENING SESSION.

Mr. DIXON presented the credentials of ORRIS S. FERRY, Senator elect from Connecticut, which was ordered to be filed.

NATIONAL SAILORS' AND SOLDIERS' HOME.

Mr. WILSON called up the bill to amend the act incorporating the National Sailors' and Soldiers' Home, which was passed.

It changes the name of the corporators, who, in the original act, were Gen. GRANT and other officers of the army and navy, and substitutes in their stead resident citizens of the District of Columbia.

TAXES IN WEST VIRGINIA.

The bill to extend the time for collecting the direct taxes in the State of West Virginia until the first of June, 1867, was passed.

DISTRICT OF COLUMBIA BILLS PASSED.

The Senate then proceeded to consider business from the Committee on the District of Columbia, and passed bills of the following titles:

Extending the time for the completion of certain street railways.

To amend the act incorporating the National Theological Institute of Washington.

Fixing the compensation of the bailiffs and criers of the Courts of the District of Columbia.

To grant certain privileges to the Washington, Georgetown and Alexandria Railroad.

MILITARY GOVERNMENT FOR THE SOUTHERN STATES.

At 7:30 P. M. the clerk of the Senate announced the passage by the House of the bill to provide for the more efficient government of the insurrectionary States. It was read a first time.

Mr. SUMNER moved to proceed to its consideration, but Mr. MCDOUGALL objecting it went over under the rules.

BILLS PASSED.

The consideration of District bills was resumed and the following were passed:

To protect the rights of married women in the District.

To amend the charter of Washington City. This bill makes certain changes in the cost and mode of issuing licenses.

COLLECTORS OF CUSTOMS.

Mr. MORGAN, by unanimous consent, introduced a bill amending the law fixing the salaries of the Collectors of Customs so as to make the salary of the General Appraisers at New-York $3,000 per annum, and of the Assistant Appraisers at Portland, Boston, Philadelphia, New-Orleans and San Francisco $2,500 per annum from the 1st of July, 1866. Referred to the Committee on Commerce.

DISTRICT BILLS.

The consideration of District bills was resumed.

A bill appropriating $15,000 for the temporary relief of destitute colored people of the District, and to be distributed under the superintendence of the Freedmen's Bureau, was taken up.

Mr. MORRILL said there were between 21,000 and 22,000 colored people in the District, many of whom were in a state of great destitution. Twenty-five thousand dollars were appropriated for relief last year; but whites as well as blacks were included in it, and the whites received more than the blacks. This appropriation was designed for the blacks alone, to whom all other charities were denied.

Mr. WADE said there was a great deal of suffering here now among the freedmen. The Winter had been a very hard one, and few knew how much actual destitution there had been among the poor. He moved to amend the bill by increasing the amount to $20,000.

The amendment was adopted and the bill was passed.

The bill supplementary to the act incorporating the Newsboys' Home was taken up, discussed and laid over.

OFFICERS OF THE SIGNAL CORPS.

Mr. WILSON called up a bill directing the Secretary of the Treasury to pay to the officers and men of the Signal Corps under Admiral FARRAGUT at Mobile Bay the same amount of prize money paid to the men of the navy who participated in that engagement, which was passed.

PURCHASE OF DAVID'S ISLAND.

Mr. WILSON called up the joint resolution directing the Secretary of War to purchase for $38,000 David's Island, in Long Island Sound. Passed.

LAWS AMENDED.

An act to amend the laws of the District of Columbia in relation to the Judicial proceedings therein was passed.

JUSTICES OF THE PEACE.

An act to regulate the proceedings before Justices of the Peace in the District of Columbia was passed.

An act for the punishment of larceny in the District of Columbia was passed.

THE ARSENAL AT PITTSBURGH.

Mr. WILSON called up the House bill authorizing the Secretary of War to purchase certain lots of ground adjoining the United States Arsenal at Pittsburgh, which was passed.

The Senate then, at 10 o'clock, adjourned.

HOUSE OF REPRESENTATIVES.

Mr. MCINDOE presented a joint resolution of the Wisconsin Legislature for a grant of land to aid in the construction of the Green Bay and Lake Pepin Railroad, which was referred to the Committee on Public Lands.

DUTY ON FOREIGN IRON.

Mr. MILLER asked leave to offer a resolution declaring it incompatible with the policy of the protective system of the United States, and detrimental to the industrial interests of the country to admit under any pretext whatever, free of duty, foreign iron, whether manufactured for railroad purposes or otherwise.

Mr. GLOSSBRENNER objected.

VOTE RECORDED.

Mr. PHELPS stated that he had been necessarily absent yesterday when the vote was taken on the Louisiana Reconstruction Bill, and that he should at the proper time ask permission to record his vote against the bill.

COMMUNICATIONS PRESENTED.

The Speaker presented Laws of Montana Territory, which was referred to the Committee on Territories.

Also, a letter from the Secretary of the Treasury in answer to the House resolution of Feb. 2, relative to revenue collected in Baltimore City and the several counties of Maryland in 1864 and 1865 from all sources except duties on imports, which was laid on the table.

Also, a telegraphic dispatch from Denver, Colorado Territory, announcing the proceedings of a public meeting in favor of the admission of Colorado as a State. Laid on the table.

MILITARY GOVERNMENT FOR THE SOUTHERN STATES.

The House resumed the consideration of the bill reported by Mr. STEVENS, from the Reconstruction Committee, for the establishment of military governments in the South.

THE MILITARY BILL.

Mr. VAN HORN, of New-York, addressed the House. He argued the illegality of the Governments set up in the lately rebellious States; that they were without any authority of law, and being under the control of those who were the leaders of the rebellion, they could not and must not be recognized by Congress. He argued that the right to act by Congress in reëstablishing loyal Governments in those States, was beyond any question, and the duty was imperative; the spirit of the rebellion was still alive, and the loyal men, both black and white, and especially those who had fought for the country, were socially and politically proscribed. He depicted their trials and sufferings, and demanded that the Government should at once give these States loyal Governments, based upon loyal suffrage, disfranchising the leaders of the rebellion, and thus secure the highest interests of the Republic. He insisted that sacrifices enough had been made to secure all these results, and that the people demand that they be secured.

Mr. STEVENS withdrew the motion to recommit the bill, in order that he might submit some amendments which he explained. Among them was a substitute for the second section, by which means Congress itself directly detailed five General officers to command in the several military districts proposed to be organized.

Mr. GARFIELD suggested that it was not for Congress to undertake to detail army officers.

Mr. STEVENS said that he had tried vainly to satisfy the views of gentlemen around him, but finding that he could not do so, he withdrew the proposition to amend the several sections.

Mr. BOUTWELL then took the floor to close the debate, arguing in support of the necessity and propriety of passing the bill. In the course of his remarks he said that if it should happen that the Supreme Court of the United States should declare, as it possibly might declare, that the ten States lately in rebellion were States in the Union, and were entitled to all the rights and privileges of States, and should base their declaration on any act of Congress, then these States were restored, as far as the Judiciary could restore them, to their position in the Government, and nothing remained to Congress and the people except to accept this conclusion as binding, or else to enter into an indescribable and dangerous controversy with the chief judiciary of the land. If, however, this bill became a law and were put in operation, the Supreme Court would have no capacity to see in those ten States any Civil Government; therefore, for judicial purposes, it could see no State, and Congress would keep in its own hands the political reorganization of those States. He held this bill to be in its present form of vital importance to the future welfare of the country, as it would keep in the hands of Congress, and in the hands of the people, control of the question, which question was whether those ten States should be admitted into the Union under the lead and control of disloyal men or under the lead and influence of loyal men. That question comprehended in its relations the proposition whether these States should be for an indefinite period of time—five, ten or twenty years—disloyal States, or whether they should be loyal members of the Union.

Mr. DAVIS suggested the question as to whether the establishment of military governments in the South was consistent with the constitutional duty imposed upon Congress, to guarantee to each State a republican form of Government.

Mr. BOUTWELL said the question was a very proper one, and he would try to answer it before he took his seat.

Mr. ELDRIDGE inquired of Mr. BOUTWELL whether the bill secured the right of trial in capital offences, before juries.

Mr. BOUTWELL admitted that it did not.

Mr. ELDRIDGE then inquired further if that was not in direct opposition and violation of the Constitution, which provides that a party charged with crime should have the right to trial by jury, and an opportunity to confront the witnesses against him.

Mr. BOUTWELL replied that the power of Congress to suspend the privilege of the writ of *habeas corpus* was not confined to periods of rebellion or invasion. The power arose at such periods, but it did not cease to exist till in the judgment of the law-making power the cause of rebellion or invasion had passed by, and no longer remained. The people of these ten States were to-day not only without civil Government, as had been declared by the Executive Department of the Government, as well as affirmed in the bill, but were also in that condition when it was in the power of Congress to suspend the privilege of the writ of *habeas corpus*. Though the war was no longer flagrant there, the effects, and consequences, and incidents of rebellion remained. There was no real protection there to life, liberty or property.

Mr. RAYMOND suggested that the late rebellion had been declared ended by the proclamation of the President, duly authorized by law, and therefore this was a new exercise of power, not the continuance of a previously existing power.

Mr. BOUTWELL held that the President's proclamation had no other effect than to proclaim that flagrant war was at an end, but that no proclamation of the President, whatever its terms, could deprive the Legislative Department of the Government of the great power intrusted to it under the Constitution—the power of deciding for itself whether the case of rebellion exists, and when the incidents and effects and consequences of the rebellion terminate. That power was in Congress, and no paper proclamation of the President could divest Congress of it.

Mr. ELDRIDGE understood Mr. BOUTWELL to claim that the suspension of the writ of *habeas corpus* justified the holding of a person charged with crime, and the trying him in a mode different from that required by law. He himself did not so understand the effect of a suspension of the writ. He supposed that even when the writ was suspended the provisions of the Constitution still applied, which secured the right of a speedy trial before a Jury.

Mr. BOUTWELL declined to yield further. He had only to say that in his view, so far as those States were concerned in the exigency which existed, it was competent for Congress to declare that they should be governed by military law, that the pretended State Governments had no power to issue a writ of *habeas corpus* or to do any other act of a government, except by power derived from military authority. That military authority, although supreme, was not necessarily exclusive. The officers might, as provided in the bill, grant the local tribunals the power and opportunity of disposing of questions as they might arise among the people.

Mr. SCHENCK, having had five minutes allowed him, declared his assent to the propriety of extending martial law over the States that were in rebellion, and his opinion that at the same time Congress ought to indicate to the people of those States what they were required to do in order that they might have civil governments and might be represented in Congress. That he understood to be the object of Mr. BLAINE's amendment, and he therefore supported it.

At 2 o'clock Mr. STEVENS obtained the floor and moved the previous question.

Mr. BINGHAM appealed to the House not to second the previous question and thereby cut off all amendments. The House refused to second the previous question by a vote of 54 to 79, and the debate continued.

Mr. BINGHAM thanked the House for giving him the opportunity to offer his amendment, and to speak on its support. He thanked the House also for its vote yesterday, passing the Louisiana Reconstruction Bill, in which there were no such words as so-called State or Territory recently in rebellion, territory of alien enemies, but where it was described as the State of Louisiana. This bill in its general purposes met his hearty approval. He had no doubt about the Constitutional authority of Congress to protect life, liberty and property in those States. But he undertook to say, that Congress could not by direction or indirection make a State government for the people of any State within the Union. That was a matter which belonged to them. State governments had to be established not by act of Congress, but by the voluntary act of the people themselves. He desired to give the people that opportunity; that was the object of his amendment. He had thought that the gentlemen who sustained this bill were for manhood suffrage, but seemed they were only for manhood suffrage confined to the minority of the people of a State, that minority having a majority of emancipated slaves. Was it not enough to clothe the emancipated slaves with the highest right ever exercised by a citizen of the Republic, or had it come to this, that Congress was not only to clothe the emancipated slaves with the elective franchise, but also to give him the whole political power of the State, to make the majority of white men his subjects for life, and compel him to pay the expense of his administration! There was not an emancipated slave in America that would ask any such legislation at the hands of Congress. They only asked equal rights and equal protection.

Mr. SLOAN inquired whether Mr. BINGHAM's amendment did not allow rebels to vote in the organization of civil government.

Mr. BINGHAM replied that it allowed them to vote unless they were disfranchised on account of their participation in the rebellion by the majority.

Aye, said Mr. SLOAN, by themselves.

"By themselves" Mr. BINGHAM repeated. Is the majority of the one hundred thousand emancipated slaves in South Carolina composed of rebels?

Mr. BLAINE asked the Speaker whether the pending motion to recommit the bill was amendable by substituting another Committee for the Committee on Reconstruction.

The Speaker replied that it was.

Mr. BLAINE—Then I move that the motion to recommit be amended by substituting the Judiciary Committee, and with instructions to report back immediately the bill reported by the gentleman from Pennsylvania, (Mr. STEVENS,) with my amendment added as the sixth section, and on that motion I move the previous question.

The previous question was seconded by a vote of 64 to 53, and then Mr. STEVENS demanded the yeas and nays.

On ordering the main question the yeas and nays were ordered.

Mr. SPAULDING rose and said that, in order to test the sense of the House upon the question, he would now move that the bill and pending amendments be laid on the table, intending, however, to vote, himself, against the motion.

The vote was taken by yeas and nays, and resulted, yeas 39, nays 115, a strictly party vote. So the House refused to lay the bill and amendments on the table. The vote was then taken on ordering the main question on Mr. BLAINE's motion to refer the bill to the Judiciary Committee, and it resulted, yeas 86, nays 76.

The question then recurred on Mr. BLAINE's motion to refer, with instructions, to the Judiciary Committee.

Mr. STEVENS, being entitled to close the debate, took the opportunity of doing so at this time, lest he might not have another opportunity in consequence of the recommittal of the bill. He said that for the last two months this Congress had been considering measures connected with the Southern States while these States had been bleeding at every pore. The whole country was alive to the necessity for action, although Congress itself seemed to be insensible to it. The whole country had been alive to the supineness with which Congress had conducted itself, and yet Congress had sat here and raised no voice to effect what the people declared to be its duty. It had been asked by gentlemen why the Reconstruction Committee had not presented some bill on which Congress could act. That had been asked on his own side of the House with some acrimony by the gentleman from Ohio (BINGHAM) and others, and with some propriety on the other side of the House. It must be recollected, however, he said, that during this session Congress had no opportunity to act in the matter until after the holidays, and since that time Congress had had but a little more than a month to attend to business. It would also be recollected that after the holidays there was a plan presented, whether good or bad, and that on that plan a debate of three weeks had taken place in the House, without any attempt to amend it, and with a rigid determination on the part of a gentleman (BINGHAM,) who, in the most unparliamentary and discourteous manner, took the charge of the bill after it had been reported, and with a vigor and energy and doggedness, if he might say so without offence, which would do great credit to Stonewall JACKSON in his best condition, and had refused to open the bill to amendment. The House would recollect that he had asked often for an opportunity to offer an amendment to that bill, but that opportunity had been refused; and inasmuch as the House had sustained the refusal, he accepted the position just as the rebels did, because he could not help it. He had labored on that bill, in conjunction with several committees of loyal men from the South for four months, and had altered and realtered, written and rewritten it several times, and found that it met the approbation of numerous societies and meetings in the Southern States. It was, therefore, not simply his fault if the bill was not as good as might have been framed. He did think, however, that after all it was uncivil, it was unjust, it was indecent not to attempt to amend it and make it better, and to see whether the House could not do something to enable the loyal men of the South to create institutions according to the principles of Republican Government. He had warned the House that if that bill went back to the Committee on Reconstruction, it must die. But his vigorous friend from Ohio (BINGHAM) had assured the House that its recommittal would have no such effect. That it would be back here fresh and blooming in the course of a couple of days. He asked the House, where was that bill now, and why the House had not something in lieu of it? In regard to the bill now before the House, it was reported with a perfect understanding that if it become a law, it must pass without amendment. It was not intended as a Reconstruction bill, it was intended simply as a police bill to protect the loyal men at the South from anarchy and murder and rapine, until Congress took a little more time to establish a civil government there. Some of his learned friends, he said, took objection to the bill because the adverbs in it were improperly placed; and, while they did not pretend to object to its main features, yet they had objected to his particles and his participle, [laughter,] and they had, with a pertinacious determination, taken every step that was possible to pledge Congress to what was called the Constitutional Amendment as a finality, on the adoption of which the South should be admitted to representation in Congress. [Voices from the Republican members, "oh, no."] His learned friend from Ohio, (Mr. BINGHAM,) had this morning declared, with proper exultation, that he had succeeded in having passed through the House a bill which used the word State in reference to one of these rebel communities, precisely as the President used it. That was no news to him. He had seen it in the Committee, and the whole Committee had seen it and spurned it. He had seen it also in the magnificent argument and peroration which the gentleman had made in the last discussion in reference to the bill to which he had referred. His own idea was that the adoption of that view would be an indorsement of the President's policy. It would be pledging Congress in advance to what the House had no right to pledge it, namely, the admission of those States when certain things should be done.

Mr. SHELLABARGER said that it was carefully embodied in one section of the Louisiana Bill that when any State should present itself for admission to representation in Congress, that admission should be on such terms as the Congress to which the application was made might demand. He said that was put in for the very purpose of excluding conclusions that this Congress were declaring in advance what should be the proper terms of admission.

Mr. BLAINE declare that his amendment left the matter entirely in the hands of Congress.

Mr. STEVENS said that it declared that when certain things were done, which were universal amnesty, universal suffrage and universal Andy Johnson, (laughter,) those States should be admitted into the Union. It would give him great pleasure to join in the *Io triumphe* of the gentleman from Ohio, but that he believed that the course led by forbidden paths into the sheep or goat holes of the President. This bill simply proposed to protect the loyal people of the South, and if gentlemen chose to introduce to-morrow a joint resolution making the Louisiana Bill applicable to all the other rebel States, it might pass both Houses in two hours. But he did not like Congress to be tied up in advance. He did not like to say anything either against the Constitutional Amendment, although he had no respect for it. He felt so impressed with the importance of passing this bill that, although not very well, he had felt bound to say this much. If he might presume upon the age, without any of the wisdom of NESTOR, he would say to the young gentlemen around him that the acts and deeds of this burning crisis, of this solemn day, of this very moment, would cast their shadows into the far future and would make their impress on the annals of history. They should appear on the dark or on the bright page of that history just as with cordiality, without guile, without bickering, without small criticism. They lent their aid to war against measures to promote the great question of humanity and universal liberty. He knew that gentlemen on the other side treated his bill as a harsh measure, and appealed for the display of principles of benevolence, mercy and forgiveness still more startling and saintly than those of the Athenian or Gallilean saints. But all good principles might be carried too far. Goodness and benevolence were noble things; but when a man squandered his estate on vagabonds and thieves, they did that which could command no respect from any quarter. There was no question of malignity in this measure. He appealed to the House to pass it without any of the amendments offered to it.

The question was taken on the motion of Mr. BLAINE to refer the bill to the Judiciary Committee, with instructions to report it back with the following as an additional section:

SECTION. —. *And be it further enacted*, That when the Constitutional Amendment, proposed as article fourteen by the Thirty-ninth Congress, shall have become a part of the Constitution of the United States, and when any of the late so-called Confederate States shall have ratified the same, and conformed its Constitution and laws thereto in all respects, and when it shall have provided by its Constitution that the elective franchise shall be enjoyed equally and impartially by all male citizens of the United States twenty-one years old and upward, without regard to race, color, or previous condition of servitude, except such as may be disfranchised for participating in the late rebellion, and when said Constitution shall have been submitted to the voters of said State, as thus defined, for ratification or rejection, and when the Constitution, if ratified by the popular vote, shall have been submitted to Congress for examination and approval, said State shall, if its Constitution be approved by Congress, be declared entitled to representation in Congress, and Senators and Representatives shall be admitted therefrom on their taking the oath prescribed by law, and then and thereafter the preceding sections of this bill shall be inoperative in said State.

There was great excitement as the vote was taken, as it showed the Democrats, coming generally to the support of Mr. BLAINE's motion, that it would be a very close vote. After all had answered to their names it appeared that there was a majority of two or three against Mr. BLAINE's motion; and then the Democrats, to preserve the uniformity of their record, commenced to change their votes from yea to nay to the great amusement of the House, and raising questions as to whether it was in order for members to vote three times. Finally the vote was announced as 69 to 95—so that the motion to refer was defeated.

The following is the vote in detail:

YEAS—Allison, Anderson, Ashley of Nevada, Baker, Baldwin, Benjamin, Bingham, Blaine, Blow, Broomall, Buckland, Bundy, Campbell, Cooper, Darling, Davis, Daws, Defrees, Delano, Deming, Dodge, Ferry, Garfield, Goodyear, Hawkins, Hill, Hise, Hubbard of Iowa, Hubbell of New-York, Hubbell of Ohio, Hulburd, Hunter, Jencks, Kelso, Ketcham, Kuykendall, Laflin, Lawrence of Pennsylvania, Lawrence of Ohio, Leftwich, Marvin, McKee, McRuer, Morrill, Morris, Nicholson, Noell, Patterson, Phelps, Plants, Price, Randall, of Pennsylvania, Randall of Kentucky, Raymond, Rice, of Maine, Rousseau, Schenck, Sitgreaves, Stillwell, Strouse, Taylor of Tennessee, Taylor of New-York, Thayer, Francis Thomas, John L. Thomas, Warner, Whaley, Wilson of Iowa, Woodbridge—69.

NAYS.—Alley, Ancona, Arnell, Ashley of Ohio, Barker, Beaman, Bergen, Bidwell, Boutwell, Boyer, Bromwell, Chadler, Clark of Ohio, Clark of Kansas, Cobb, Cock, Cullum, Dawson, Denison, Dixon, Donnelly, Driggs, Dumont, Eckley, Eggleston, Eldridge, Eliot, Farnsworth, Farquhar, Finck, Glossbrenner, Grinnell, Harding of Kentucky, Harding of Illinois, Harris, Hayes, Henderson, Higby, Holmes, Hooper, Hubbard, of Connecticut, Humphrey, Ingersoll Julian, Kelly, Kerr, Koontz, Le Blond, Loan, Longyear, Lynch, Marshall, Marston, Maynard, McClurg, Mercur, Miller, Moorhead, Moulton, Myers, Newell, Niblack, O'Neill, Orth, Paine, Perham, Pike, Radford, Ritter, Rogers, Rollins, Ross, Sawyer, Scofield, Shallabarger, Sloan, Spalding, Starr, Stevens, Stokes, Taber, Thornton, Trowbridge, Upson, Van Aernam, Van Horn of New-York, Van Horn of Missouri, Ward of Kentucky, Ward of New-York, Washburne, of Massachusetts, Welker, Wentworth, Williams, Wilson of Pensylvania, Windom—95.

The question then recurred on the passage of the bill as modified this morning, and it was passed by a vote of 109 yeas against 55 nays, as follows:

YEAS—Messrs. Allison, Anderson, Arnell, Ashley of Nevada, Ashley of Ohio, Barker, Baxter, Beaman, Benjamin, Bidwell, Bingham, Blaine, Boutwell, Bromwell, Broomall, Buckland, Bundy, Clark of Ohio, Clark of Kansas, Cobb, Cook, Cullom, Darling, Dawes, Delano, Deming, Dixon, Donnelly, Driggs, Dumont, Eckley, Eggleston, Eliot, Farnsworth, Farquhar, Ferry, Garfield, Grinnell, Harding of Illinois, Hayes, Henderson, Higby, Hill, Holmes, Hooper, Hubbard of Connecticut, Hubbard of West Virginia, Hubbell of Ohio, Hulburd, Ingersoll, Kelley, Ketcham, Koontz, Laflin, Lawrence of Pennsylvania, Lawrence of Ohio, Longyear, Lynch, Marston, Marvin, Maynard, McClurg, McKee, McRuer, Mercur, Miller, Moorhead, Morrill, Morris, Moulton, Myers, Newell, O'Neill, Orth, Paine, Patterson, Perham, Pike, Plants, Price, Rice of Massachusetts, Rice of Maine, Rollins, Sawyer, Schenck, Scofield, Shellabarger, Sloan, Spalding, Starr, Stevens, Stokes, Thayer, Trowbridge, Upson, Van Aernam, Van Horn of Missouri, Van Horn of New-York, Ward of New-York, Warner, Washburn of Massachusetts, Welker, Wentworth, Whaley, Williams, Wilson of Pennsylvania, Wilson of Iowa, Windom, Woodbridge—109.

NAYS—Messrs. Ancona, Baker, Banks, Bergen, Boyer, Campbell, Chandler, Cooper, Davis, Dawson, Defrees, Dennison, Dodge, Eldridge, Finck, Glossbrenner, Goodyear, Harding of Kentucky, Harris, Hawkins, Hise, Hogan, Hubbell of New-York, Humphrey, Hunter, Kelso, Kerr, Kuykendall, Latham, Le Blond, Leftwich, Loan, Marshall, Niblack, Nicholson, Noell, Radford, Randall of Pennsylvania, Randall of Kentucky, Raymond, Ritter, Rogers, Ross, Rousseau, Shanklin, Sitgreaves, Stillwell, Strouse, Taber, Taylor of Tennessee, Taylor of New-York, Francis Thomas, John L. Thomas, Thornton, Ward of Kentucky—55.

Mr. STEVENS, exulting at the final success of his measure, asked the Speaker whether it was in order for him to indorse the declaration of good old LAERTES, that Heaven yet ruled and that there were Gods above. [Laughter.]

The bill, as passed, describes the States affected by it as "the late so-called Confederate States," instead of "so-called States" as originally printed. It also inserts the word "local" before the words "civil tribunals" in the third section, and after the words military custody introduces the words "except in cases in which the person is held to answer only for a crime or crimes exclusively within the jurisdiction of the Courts of the United States within said military districts therein or."

The House at 4:30 took a recess till 7:30.

EVENING SESSION.

The House resumed its session at 7:30 o'clock, with a pretty full attendance of members, the galleries being crowded with spectators.

THE CIVIL SERVICE BILL.

On motion of Mr. MORRILL, the amendments of the Senate to the House joint resolution giving increased compensation to civil employes of the Government in Washington, were taken from the Speaker's table and referred to the Committee on Ways and Means and ordered printed.

Mr. HARDING, of Illinois, said he was opposed to the measure, and would not give assent to anything that would give it a better position, but the Speaker quieted his fears in that respect by assuring him that Mr. MORRILL's motion gave to the measure no advantage.

MAIL ROUTES IN WEST VIRGINIA.

Mr. WHALEY introduced a bill to establish mail routes in West Virginia and Virginia, which was referred to the Post-office Committee.

INTERNAL TAXATION.

The House, on motion of Mr. MORRILL, resolved itself into Committee of the Whole on the State of the Union, Mr. BOUTWELL in the Chair, and proceeded to the consideration of the bill reported from the Committee of Ways and Means on the 11th February to amend existing laws relating to Internal Revenue.

Mr. MORRILL, Chairman of the Committee of Ways and Means, explained the bill, and submitted his views at length on the subject of internal taxation as follows:

MR. CHAIRMAN: The Committee on Ways and Means, in reporting the present bill, have sought to afford the greatest possible amount of relief to the country, consistent with a prudent regard to the public credit, and were led in the outset to consider what would be the most feasible mode of accomplishing this object, and leave at the same time the fewest impediments in the way of general industry. If the tax on distilled spirits, tobacco and segars were fully paid or collected, the taxes on the major part of all other manufactures could have been at once remitted. Unfortunately, necessary changes in the law, followed by unnecessary and more unfortunate officers, have proved that two dollars, whether above the price of whisky or not, is certainly above the price of those who make it. That no spirits have been sold by the maker for as much as the cost of production; and the tax betrays the fact that whoever is in the business somehow corruptly evades the payment of some part of the tax, large or small, due to the Government. Trusting that the amendments proposed now to this branch of the law will hereafter secure a more effectual revenue from spirits, for the present we are forced to lean temporarily on many other articles which will doubtless be released at no distant day. Two obvious plans present themselves: either we must reduce a percentage of the tax on all manufactures or entirely exempt those articles having the strongest claim to exemption, in consequence of the inevitable duplication of taxes, or of directly swelling the cost of living from the first and by intendment. Very little revenue has been sought by any tax upon property as such, and therefore the agricultural and mining interests have been shielded; but commerce, manufactures and the gains of realized capital have made by far the most bountiful contributions, through multiplied taxation, for the support of the nation. Licenses or special taxes, stamp taxes, and the tax on manufactures, are at once advanced and paid by the parties engaged in business, and they have to trust to their chances whether any portion of these large sums are ever recovered or not. In prosperous seasons, or when prices are advancing, the ultimate consumer pays his due proportion; but in adverse seasons, when prices are falling, losses by the producers are inevitable, leaving out of the question whether aggravated by taxes or not. The Committee of Ways and Means have adopted the second plan alluded to. It is certain that to reduce the rate of taxation from five to fifteen per centum, and we could not at this time afford anything beyond such a reduction, would have afforded a very inconsiderable amount of relief, and yet the same labor and expense of collecting and paying the revenue, both to individuals and to Government, would have been perpetuated. It is true that this case would have greatly simplified and lessened the labor of the Committee of Ways and Means, but they have felt that the advantage of the whole country was to be studied, rather than their ease and comfort. When the articles remaining on the tax list shall be found entitled to equal favor, this course may be properly pursued. By adopting the other alternative and exempting from taxes such articles as salt, clothing, leather, pottery-ware, tin-ware and cooperage of all sorts, with a large number of other articles upon which a tax was a petty annoyance to the payer as well as to the Government. The Committee feel that they propose to distribute equal favor over the whole country, and by removing the tax from some of the common necessaries of life, we shall perhaps indirectly actually aid all branches of industry quite as much as they would be aided by a direct one per cent. diminution of the tax. The theory is well settled that all taxes in the end are distributed, and if heavy taxation increases, the cost of production of raw materials or of manufactures, so a reduction of taxation diminishes the cost in an equal ratio. Whatever lessens the cost of living is a palpable benefit to all branches of industry as much so as whatever lessens the cost of production. By pursuing the plan indicated we shall soon reach the point where taxes may be levied only upon a very small number of articles, and the cost, vexation and annoyance of revenue officers, greatly reduced in numbers, will be roundly diminished. If the example of the country oftenest held up for our imitation is valuable for anything, and I am not disposed to overvalue it, it is in favor of confining excise laws to the narrowest limits. Last year we liberated a very large number of articles, the benefit from which has only just begun to operate, and now we shall have added to the number to the extent of surrendering an amount of revenue equal to nearly one-half of all we obtained in the first year of the operation of the Revenue Law. For what we have done in each case of exemption I trust satisfactory reasons and explanations, if required, will be at hand as the cases arise in the progress of the bill, but there are a few items which I shall attempt to explain in advance. I recognize the fact that our taxes for the last five years have been excessive, and nothing but the danger which menaced the life of the nation, justified the heavy drain upon the pockets of our people. Now we feel the keenest joy of legislators when they can again lighten the weight of taxation. But a little more than six months ago we gave relief to the extent of not less than $75,000,000 and now shall give still further relief fully equal in substance, if not in amount. The boundary where we pause is the point at which we reach the amount which will pay our ordinary expenses, the interest on the public debt and leave a snug balance for some diminution of the public debt. This is absolutely essential to the public credit, essential to public faith, and beyond this no lover of his country would dare to go. For one I fully recognize the truth that no tax is so small, the payment of which does not either impose increased toil upon the tax-payer or deprive him of some indulgence or enjoyment of life. But notwithstanding the unprecedented amount of our taxes the exhibit of our income tax, which is after all little more than what each individual chooses to pay, or his own estimate of his income, leaving out the earnings of at least three-fourths of our people, who, by our minimum are exempt, shows that they have not fallen upon the capital nor even absorbed the annual income of the country. The ambition of the American people is to improve their condition, and every year to know more, earn more and have more. This prominent characteristic is endangered by the paper fever and ague which now afflicts the country, but hitherto our people have made great exertions, not only to maintain their capital undiminished, in spite of increased taxation, but to add thereto their usual annual surplus. We have reached the point when this cannot be continued. The income of the country for the present and coming year will be heavily reduced. No sane man can doubt it, and we must reduce our taxes and our expenses correspondingly. Although I cannot congratulate the House upon an entire and persistent consistency in its course as to a speedy return to all the limits of our national expenditure, yet we have not done altogether ill. We may at least not fear a contrast with the position of the finances of some other countries. France raised about $450,000,000, and yet annually exhibits a small deficit. Italy, however unfavorable her balance-sheet, is too young to be severely criticised. Austria, where a depreciated currency has largely contributed to the degradation and dismemberment of the nation, is an example so excessively bad that to cite it would not be refreshing, even to those whose condition was much less forlorn. Prussia is in a far sounder position and comes out of a successful war with no increase of taxation; but when Prussia wages battle, her soldiers are paid sixpence per day, forage on the enemy, and an indemnity is demanded of the vanquished. England is a fairer example. She increased her national debt by the Crimean war $450,000,000, and her annual expenditures has since been larger by about $100,000,000 per year; and instead of being diminished since the close of the war is now nearly $20,000,000 more than it was in 1858, at the close of the war. Besides the annual charge of $350,000,000 Great Britain raises $40,000,000 in a single item for poor rates. Though we were forced to create a large national debt yet since the close of the war we have steadily and largely reduced the sum of our expenses from the point at which they stood at the close of the rebellion. Our expenditures were in 1865 $1,290,312,982, in 1866 $520,750,983, and in 1867 are estimated at $284,317,000. This shows as well the elasticity of our Government in rising to the height of the emergency, as a facility in returning from the track of war to the inexpensive and more genial track of peace. The people have already beaten their swords into plowshares. The colossal expenditures of years of war have not become altogether chronic, and are not transmitted to succeeding years. Yet, I must insist that much further retrenchment is practicable and should be rigorously pursued. Our expenses for last year are estimated at nearly $75,000,000 more than the present year. The cost of government has been only increased in exceptional departments, and elsewhere it should not be permitted to go beyond its accustomed limits. Large expenditures mean large taxation, and diminished expenditures mean diminished taxation. The important question in relation to the rate of the tax on distilled spirits now, as heretofore, presents all of its usual points of embarrassment. As an original question, it was my opinion, in view of the insuperable difficulties in the way of enforcing the law, that a less rate than $2 per gallon was advisable, and if whisky frauds should continue to be successfully perpetrated, it is not impossible that a lower rate may be at some future time accepted, but now the Committee of Ways and Means reached the conclusion to recommend an adherence to the present rate, and have proposed some very stringent provisions believed to be necessary if we expect any considerable revenue, and without which, we may as well retire vanquished from the attempt to enforce this part of the Internal Revenue Law. As a beverage, it may be estimated that the consumption of the United States is about one and a quarter to one and a half gallons per capita, or a total of about 45,000,000 to 50,000,000 gallons. In 1860 we produced nearly 90,000,000 gallons, of which it was estimated that 75,000,000 gallons were consumed as a beverage. The large increase of cost has unquestionably somewhat reduced the amount consumed, and if it were wholly to extinguish it there would be few regrets, and we might patiently bear the loss of all revenue from that source; but in a community tolerably prosperous an increase of duty has been found not to diminish consumption so much as to increase smuggling and illicit distillation. Father MATHEW, by his temperance labors from 1835 to 1841, reduced the consumption of spirits in Ireland nearly five million gallons, when the duty was only two shilling four pence per gallon; but raising the duty from even eight shillings to ten shillings per gallon did not reduce the number of gallons charged only about one million gallons, although the resources of the Irish population were not obviously of the most meagre sort. In spite of all we can do it would appear to be mainly a revenue question, and as such it does not appear to be advisable to put down the rate of tax so low as to leave no temptation to smuggling and illicit manufacture, as the logical result would be to wholly abandon the tax. We have very boldly attempted to obtain the largest sum of revenue possible from the distillation of spirits, and, guided by this principle it is but fair to give the highest rate of duty an ample and effectual trial, at least, before receding from it. It is true that the consumer has had to pay almost the entire amount of the increased cost added by the tax, but hitherto other parties than the Government have collected and pocketed much the largest share of the tax. If the Government have got $29,000,000, the whisky princes have got $50,000,000. The struggle now is to protect honest men, if any can be found, who may engage in the business, and to punish with a pitiless impartiality all of any other sort. Among other measures, it is proposed to raise the special tax from 100 to 500, while it is known that many small-sized distilleries are at work concealed in garrets, cellars and remote places; it is also known that distilleries which are duly authorized practice little integrity beyond paying the special license, but find an outlet for the largest quantities of the contraband article. If the number of distilleries can be diminished, we shall undoubtedly diminish the sources of fraud, and an increase of the special tax is a step in the right direction. We raised, last year, from distilled spirits, $29,098,578 15. If we collected on the full amount consumed, it would have been, perhaps, $90,000,000 or over. The tax on sugar made from sugar cane, it is proposed to reduce to one uniform rate of one per cent. per pound. All other sugars being exempt, it may, without examination, seem that this is sectional and unfair; but when we examine into the facts, and find that we import, of competing sugars, about 900,000,000 pounds, from which we derive more than $25,000,000 of revenue, and they protect Louisiana sugars by a duty of three and four times the amount of tax, the charge of sectionalism and injustice at once vanishes. True we might do more, but it would be unjust that Louisiana and Texas should do less. By the unfaithfulness of Louisiana and other States we were involved in an expensive war to put down the rebellion, and now our own loyal people submit to an unusual tax of never less than three cents per pound on all the sugar they consume, while the people of Louisiana and Texas, though subjected to a tax of one cent per pound on the sugar they produce, receive as compensation an addition of not less than three cents to the price of all they sell by virtue of the facts already recited. The sugar business of the South is surpassingly profitable, and immensely more profitable than it would have been had we not been compelled to adopt the high tariff on sugars. The prices which must prevail will stimulate production largely. Southern sugar planters have no cause of complaint, and could much better afford to pay the internal tax of one cent than to see the tariff reduced to one cent per pound. Nor have we proposed to change the tax on cotton. This is about the only considerable tax we collect in the South, and I fear not one-half of this is actually collected. We collected last year, from all sources, in the ten States which rebelled, $20,599,749 05; but from New-England, New-York, Pennsylvania and New-Jersey—nine States only—we collected $170,876,246 26; and from nine Western States—Ohio, Indiana, Illinois, Michigan, Iowa, Wisconsin, Missouri, Minnesota and Kansas, we collected ——. But for the great crime of the South, no tax on cotton would have been required, and now it is pretty certain that upon what goes abroad foreigners are paying the lion's share of the tax, and as much the largest amount of the remainder is consumed in the loyal States ultimately, Southern planters are very lightly charged. What is sold to go abroad is undoubtedly enhanced in price by reason of the tax, but exactly to what extent must at present remain undetermined. Should the tax ever be found oppressive to loyal men it will be repealed. The cotton mills of the South were seldom busier or more profitably employed, and new mills were constantly springing up. Only ast week I saw a notice of twelve mills in operation in South Carolina. The time when the South, with the provision in relation to the drawbacks on manufactured goods in force will be likely to insist upon the perpetuation of all our laws intact on this subject, may be assumed to be not more distant than the time of repeal. Other countries have been stimulated by extraordinary prices to increase their productions, and with some success, but not much more than equal to the increase of the world's consumption, which appears to be growing with marvelous rapidity. The price also remains dear. The disposition to understate the price of cotton is chronic and universal. Last year the amount in this country was so adroitly concealed that the exports were all misrepresented, and so greatly exceeded expectations that all who laid in stocks for a rise came to grief. The Secretary of the Treasury, Mr. MCCULLOCH, estimated the cotton remaining in the country and the new crop of 1865 at 1,300,000 bales, but it proved to be about twice as much, or 2,500,000 bales. The Liverpool cotton brokers estimated the amount which they might receive from America at but little more than half the amount they got. An accurate inventory even of the stock on hand in Liverpool, is a pursuit of knowledge under difficulties. When the price falls the stock is hidden, and only comes out when it is safe to uncover the actual facts. The India crop was similarly underrated, being misrepresented by the Indian Government. The amount already brought to the seaboard, and the amount of weekly shipments, show that the crop of last year has yet by no means been brought to market, and the expectation of 2,000,000 bales is likely to be fulfilled. The crop cannot be hidden forever, although both the planters and speculators conspire to mislead. The price is too tempting to allow cotton lands to remain idle. Next year, if the season is not unpropitious, we may anticipate a handsome increase over the present. The crop of the present year, after paying the three cents per pound tax will have been sold for three-fourths as much in gold as that of the largest crop (1859) ever produced in the United States. Liverpool is the great cotton market, and although the stock on hand is larger than for five years, yet the price is higher now and growing firmer than it was last May, selling for middling uplands at about 29 cents per pound in gold and tending upward; and it is selling in New-York at 34 cents per pound currency. The promise for cotton from most other countries for 1867 is not improving. Egypt and Brazil will not increase their crops, notwithstanding the temptation of high prices; and India it is estimated will fall short of the crop of the present year by 400,000 bales. There is no discouragement in the way of the production of cotton in the United States, and the tax should no sooner be removed from it than that on petroleum. The manufacture of leather is hardly less extensive than its use. Nearly every State and Territory have more or less capital embarked in its production. The outlay for boots and shoes in the log cabin is not unfrequently greater than in the four-story brown-stone mansion. The harness, trunk and carriage maker also use it as a raw material, which, if taxed, duplicates their burdens. Before we were compelled to levy internal taxes, we had a prosperous and growing export trade of several millions in boots and shoes, which, of course, must be nearly or quite annihilated by the tax on leather, no part of which could be returned by virtue of a drawback. But with leather free, this trade may again have a better chance of being recovered. Tin-ware, hollow-ware, stone and crockery ware employed large numbers of workmen, and are used by all classes of people for domestic purposes, and by those in moderate circumstances, perhaps, beyond their fair proportion. If exempting tin pails and tin pans shall tend to diminish the cost of good butter, who will be likely to complain? Last year we exempted all dry casks and barrels; but why should not a pork, or beef, or oil, or fish barrel be free as well as a flour barrel? It is proposed to answer this question by making all the work of the meritorious class of coopers free. I have before had occasion to say that a tax in the nature of an excise tax on manufactures could have been resorted to only from the imperative necessity of at once placing in the hands of the Government an unusual and large amount of revenue. This resort has been successful. Last year it produced $178,356,661 37; but the exigency has passed, and measures designed to be but temporary must be replaced by others of a more satisfactory character in the speediest time possible. I do not doubt that we shall at a very early day be able to relieve iron, cotton, woolen and all other general manufacturers from any internal tax. It is with this prominent idea that the Committee have diligently labored in framing the present bill. A reduction of expenditures and a more effectual collection of taxes on the few articles which the judgment of the world consigns to such burdens, will hasten the day when there will be full relief to the industry of the country from all such taxes. Meantime, in addition to concessions in various other directions, it is proposed to reduce the tax on woolen manufactures from five per cent. to two and one-half per cent. Some may think that bar-iron should have been liberated instead of woolens, but the tax on bar-iron has been in the form of a specific, and is not now and never has been equal to the *ad valorem* tax of 5 per cent. The trade in each branch of business is equally depressed, and the action now proposed will make the distribution of favors not unequal. But a higher motive moved the Committee, and that was to place woolen manufactures in the hands of consumers at reduced cost. By reducing the tax on home manufactures of woolens 2½ per cent., a reduction of the rates otherwise asked for by manufacturers can be made in the duties on imported woolens of 5 per centum as an equivalent. This will tend in some degree to satisfy the just claims of consumers. The amount of Internal Revenue last year from woolens at 6 per cent. was $8,814,101 03, but in the act of July last it was, with all other manufactures, reduced to 5 per cent. The loss to the revenue this year by the proposed reduction to 2½ per cent. if our production remains the same, as it is no

(Continued on [illegible] Page.)

SECRET HISTORY OF THE WAR.

The Relief of Fort Pickens—The Part Taken in the Affair by Secretary Seward.

There are many passages in the history of the recent rebellion which have never yet seen the light, and among them is the following, from J. T. HEADLEY's forthcoming work, *Farragut and our Naval Commanders*. It illustrates forcibly the utter confusion that reigned at Washington at the breaking out of the war, and at the same time relieves Mr. SEWARD from a charge made against him at the time, and quite extensively believed:

Just before the breaking out of the war of the rebellion Lieut. PORTER was directed to bring the old frigate *Constitution* to Annapolis. This being done, he was about to proceed to California, to take charge of the coast survey vessels there, when the Southern States seceded. Sumter was now threatened by the rebels, who had seized upon many of our best forts. Fort Pickens was also in great danger, although gallantly defended by Lieut. SLEMMER, of the artillery.

And here occurs one of the most curious pieces of history that has ever seen the light. It really reflects on no Department of the Government, but it illustrates the total confusion into which everything was thrown at the commencement of the rebellion.

It may be recollected that Mr. FOX, Assistant-Secretary of the Navy, identified himself with an expedition that was fitted out by the Government and some merchants in New-York to throw supplies into Sumter. The expedition was badly planned and worse executed, and it was necessary to lay the blame on some one. Mr. SEWARD came in for the greatest share, when in fact he had nothing whatever to do with it.

While at dinner, on the very day PORTER was to have started for California, he received a letter from Capt. (now General) MEIGS, asking him to call on Mr. SEWARD, who wished to see him. He did so without delay, and, after some preliminary conversation, Mr. SEWARD asked him if he thought it possible to get a ship into the harbor of Pensacola and reinforce Fort Pickens, and thus prevent the rebels from making use of the most important harbor on the Atlantic. He replied that there was no difficulty about the matter, provided he could have his own way. He then unfolded his plan, when Mr. SEWARD took him to see Mr. LINCOLN, with whom he discussed the whole matter thoroughly. His plan was for the President to give him authority to proceed to New-York and take command of the *Powhatan*, then lying partly dismantled at the Navy-yard; also, to invest him with power to give such orders in the Navy-yard as he deemed proper—in fact, placing for the time being the officer in command there under his directions. This was perhaps a high-handed measure—going over the head of the Secretary of the Navy, and fitting out a ship without his authority or cognizance. Still, it was the only way to accomplish the object. Secretary WELLES was new in the office, and had no knowledge of the men about him. Half of them were traitors, and had a single individual in the Department known that such an expedition was fitting out, it would have been flashed along the wires in a very short time, and BRAGG, the rebel commander at Pensacola, would at once have overpowered Lieut. SLEMMER with his handful of men and taken possession of the fort.

The President, after carefully weighing all the circumstances of the case and listening to all the arguments offered him, finally took the responsibility and wrote an order directing him to proceed to New-York without delay, and take command of the *Powhatan*, or any other vessel that he deemed necessary for his purpose. The Commandant of the Navy-yard and the naval officers were directed to give him all the aid and facilities he desired to enable him to get the vessel to sea with the least possible delay. In conclusion the President said: "You will not show these orders to any naval commanding officer superior in rank to yourself, unless there is danger of your being interfered with. When inside of the harbor you will call upon the senior naval officer at Pensacola for such reinforcements as you may deem sufficient to hold the place."

Other orders were also issued, one to the commander of the *Powhatan*, Capt. MERCER, ordering him to give up his vessel, and one to the Commandant of the yard at New-York, ordering him to give him secret dispatch, &c., &c. Armed with these extraordinary orders he hastened at once to New-York.

In the mean time Capt. MEIGS, who was the originator of the scheme to relieve Fort Pickens, also proceeded to New-York and chartered one of the Atlantic steamers, which he prepared for sea without delay, to carry two thousand regulars. Under the guns of the *Powhatan* these were to be thrown into Fort Pickens, to reinforce Lieut. SLEMMER.

When PORTER reached New-York he found the *Powhatan* had just been put out of commission, her crew sent to the receiving-ship, and all her officers detached. Her sails were unbent, her machinery all apart, her powder and gun-gear on shore, and her coal-bunkers empty. A survey had been held on her, her boilers and hull had been condemned, and she was to go in dock for repairs, when PORTER presented his orders to Commodore FOOTE, who then commanded the yard. The latter was quite taken aback at the unusual, extraordinary proceeding, and PORTER had very great difficulty in getting him to pay that attention to them which they demanded. FOOTE considered it impossible to send the vessel to sea, she was so unseaworthy, and her boilers were actually dangerous, while her rigging was all rotten and her boats would not float. However, there was no other vessel, and PORTER, with that determination which characterizes him, shoved the President's orders at FOOTE so hard, and insisted so pertinaciously on a compliance with them, that the latter finally had to give in, and went to work with a will to get the ship ready for sea. She was, without question, in a horrible condition, but there was no remedy, and she had to go. For six days and nights PORTER sat in Commodore FOOTE's office, directing the different operations and urging on the work. FOOTE, in the mean time, telegraphed for the officers the former wanted to go with him. Capt. MERCER, who was let into the secret, took charge of the vessel for the time being, and made it appear that he was going out in her, and it was rumored that she was getting ready to carry a Minister to Mexico. In fact, PORTER's boxes and trunks, labelled as the property of the Minister to Mexico, were sent on board in open day, no one suspecting even that he was going out in the ship, or had any connection with her.

On the sixth day after commencing to fit her out (working night and day, including Sunday,) the vessel was ready to sail. But just as PORTER was about going on board, an order came from the Navy Department to "*fit the Powhatan for sea with all dispatch, and report her when ready to proceed.*" Here was a dilemma. The Secretary evidently knew nothing of what was going on, and to give up the ship would be to imperil the whole expedition, for Capt. MEIGS depended on the guns of the *Powhatan* to cover his landing. Besides, the vessel had a large part of the artillery and ammunition belonging to the troops on board.

On receiving the Secretary's order, Commodore FOOTE sent for Capt. MERCER, and showed it to him, but he agreed with PORTER that the order of the President was paramount to all others, and it was decided that the ship should proceed on her destined mission. PORTER at the time supposed that the order of the Secretary was given as a matter of form, and that he had been made acquainted with the whole affair.

In half an hour after this he stepped on board the ship, as if to bid the Captain good-by, and in the confusion was unnoticed. He remained in the cabin until the *Powhatan* reached Staten Island, where the Captain (MERCER) left her to go on shore. But just as they were hoisting the boat on board and about to proceed, a swift steamer came puffing alongside with an officer on board, who delivered PORTER the following dispatch:

Give up the *Powhatan* to Capt. MERCER.
(Signed) SEWARD.

But PORTER held grimly to the President's order; no other order, he said, could take precedence of that. It was no time to stand on trifles, the country was in danger, and, if he gave up the ship, the expedition would have to be abandoned, and Capt. MEIGS, who had sailed just ahead, would go on a bootless mission. It took but a moment for PORTER to decide, and he telegraphed back: "My orders were from the President, and I must look to him to support me," explaining at the same time how matters stood.

It will be seen from Mr. SEWARD's telegraphic dispatch, that he threw no obstacle in the way of the *Powhahan's* going to the relief of Fort Sumter, which he at the time was accused of doing. The *Powhatan* could not have been got ready for the expedition to relieve Sumter, had she commenced preparations at the time Mr. WELLES' order came to fit her out. That order (as things were going on) would have found her all in pieces, and in dock. In five days after PORTER sailed in her, Fort Sumter fell.

The *Powhatan*, under any circumstances, would have been of no use in such an expedition, for she could not cross the bar at Charleston, while her boats were worthless, as they would not float; and when PORTER lowered them into the sea off Pensacola, the seams were so open that they all filled with water. The ship could only have laid off the harbor, and her officers and men would have witnessed the bombardment, as others did, without being able to do any good.

It will be seen, therefore, that it was a very unjust thing to lay the blame of the failure on Mr. SEWARD, who in saving Fort Pickens performed a more important service than the relieving of Sumetr would have been.

PORTER had heavy weather all the voyage out, and the ship was almost knocked to pieces, yet in eight days he appeared off the harbor of Pensacola, disguised as an English steamer, and so altered that, with English colors up, the officers of the fleet lying off the place did not know the vessel. The troops in the Atlantic Company's steamer arrived just before him, and had got close to the beach, ready to be landed. PORTER was standing in over the Bar, with the batteries all manned, and would have been inside or sunk in twenty minutes more, when Gen. MEIGS intercepted him in a tug, and wished him to cover the landing. He still clung to the President's order, to go inside and take the place, but MEIGS showed him another order from the President, directing him to comply with any requisition made upon him by the army landing party, and he was reluctantly obliged to give up his plan of going inside. He proceeded at once to cover the landing, and in half an hour Fort Pickens was safe in our possession. With a strong force of regulars thrown in, there was no longer any chance of Gen. BRAGG's attacking it. Thus the most important fort in the South was kept in our possession.

Had the rebels succeeded in getting into it, (which they would have done that night, but for this opportune arrival,) Pensacola would have proved a greater thorn in our side than either Charleston or Wilmington.

In justice to Mr. SEWARD, he deserves all the credit of the achievement, notwithstanding the abuse heaped upon him.

As soon as PORTER got all the troops on shore, he urged the senior naval officer, Capt. ADAMS, to blockade the port, and permit no vessels to go in with supplies. He would not do so himself, but told PORTER that he might. The latter fitted out at once a small pilot-boat, and, lying in close with the *Powhatan*, closed the port effectually.

He could have gone into Pensacola at any time, ten days after his arrival, and anxiously desired to do so, but the army officers in Fort Pickens protested against it, urging as a reason that the fort was not in a condition to resist the fire of BRAGG's batteries, which PORTER knew he could silence. He had made a reconnoissance inside the harbor, on a bright moonlight night, and with a night-glass saw that there were very few guns. It was a great disappointment to him not to be able to take the place, when he knew how easily it could have been done, but he could not attempt it with the army and navy commanders (both his seniors) opposed to it. He has, no doubt, since regretted a hundred times that he paid any attention to such timid counsels, and did not take the responsibility.

TRADE WITH CANADA.

OFFICIAL REPORT TO CONGRESS.

Report of Hon. Israel T. Hatch upon our Commercial Relations with British Provinces, and upon the Comparative Importance of American and Canadian Commercial Channels of Transportation of Property from the West to the Seaboard.

TREASURY DEPARTMENT,
WASHINGTON, Feb. 6, 1867.

SIR: The Secretary of the Treasury has the honor to acknowledge the receipt of a resolution adopted by the House of Representatives July 9, 1866, in the following words:

Resolved, That the Secretary of the Treasury be requested to communicate to this House, at its next session, a statement of the revenue, trade, and commerce of the United States with the British Provinces since the abrogation of the Reciprocity Treaty, and any changes in Canadian tariff regulations; and also the comparative importance of Canadian and American commercial channels of transportation of property to and from the West to the seaboard, as shown by their returns; together with such other information as may be in his possession at that time to assist in correctly estimating the relations and value of the trade and commerce of British Provinces to the trade and productions of the United States.

The subject-matter of inquiry under this resolution was committed by the Secretary of the Treasury to Hon. ISRAEL T. HATCH, of New-York, for investigation, with instructions to report the result to the Department. These results I have the honor to transmit herewith, in the form of a report, which is respectfully submitted for the consideration of Congress.

H. McCULLOCH,
Secretary of the Treasury.

Hon. SCHUYLER COLFAX, Speaker of the House of Representatives.

REPORT OF HON. ISRAEL T. HATCH.

NEW-YORK, Jan. 30, 1867.

SIR: The resolution of inquiry received by me calls for—

First—A statement of the revenue, trade and commerce of the United States with the British Provinces since the abrogation of the Reciprocity Treaty, and any changes in Canadian tariff regulations.

Second—The comparative importance of American and Canadian commercial channels of transportation of property from the West to the seaboard.

The subjects referred to in the latter portion of the resolution would necessarily be considered in answering the two former inquiries.

So little time has elapsed since the abrogation of the Reciprocity Treaty that a full response to the first inquiry could not be made.

TRADE AND TARIFFS OF THE BRITISH NORTH AMERICAN PROVINCES.

The latest authentic returns of the aggregate trade between the various Provinces, and of their exports and imports to and from the United States, so far as they can be ascertained, are annexed to this report.

The permanent and essential characteristics of this trade are distinct from the temporary effects of legislation, on either side, and depend upon those leading facts as to the climate and configuration of the continent which have been already set forth.

Copies of the existing tariffs of Canada, New-Brunswick, Nova Scotia, Prince Edward's Island and Newfoundland are also submitted in the Appendix, (No. 2.)

The population of the Provinces at the present time is computed to be nearly four millions, distributed in the following proportions:

In Upper Canada	1,802,056
In Lower Canada	1,288,880
In New-Brunswick	295,084
In Nova Scotia	368,781
In Prince Edward's Island	91,443
In Newfoundland	130,000
Total	3,976,244

The inhabitants of Canada, over three millions in number, constitute more than three-fourths of the whole population of the provinces, and the ratio of their increase is almost double that of the others.

It will be seen that by her tariff a duty of ten cents per bushel is levied on grain of all kinds except wheat, which, with a view to the manufacture of flour and exportation by the St. Lawrence, is admitted free.

A characteristic feature of the Canadian tariff is that, although the usual rate of duty levied on textile fabrics and other manufactures is fifteen per cent., the materials used in manufacturing are carefully exempted from taxation. Many articles already in part manufactured are also included in the exemptions for this purpose. This course is carried to the fullest extent in reference to ship-building—lamps, blocks, compasses, iron masts, cables, anchors, nails, spikes, and other manufactures of iron or other metals, cordage, canvas, and apparently all other articles used either in building or furnishing a ship, being imported free of all duty. A similar policy exists as to railroad iron in all its forms, and to locomotive and engine frames.

In New-Brunswick and Nova Scotia, whose united population is 663,865, or more than three times that of the remaining provinces of Prince Edward's Island and Newfoundland, the present tariffs essentially resemble that of Canada.

To so great an extent are the facilities for ship-building carried out that such a vessel as would cost about $100 a ton in the seaports of the United States can be made for little more than half that sum in the ports of the Provinces, estimating in the currency of the United States. The influence of this great advantage in favor of provincial shipping and foreign industry over those of our own country, both in competition for inland commerce on the lakes and rivers of this continent, and for trade carried on between the two countries on the coast, and with all countries beyond the sea, is too important to be overlooked; and the concessions made in the same way by the Provinces to lines of railroads also competing with our own are scarcely less worthy of consideration.

It is hardly necessary to add, in this summary notice of some facts too prominent to be overlooked in our British provincial relations, that a fiscal year of the United States or of the British Provinces has not passed since the abrogation of the Reciprocity Treaty. Under these circumstances the changes which this important event has produced in our trade and commerce with them cannot now be ascertained with any accuracy. As soon as more complete statistical returns can be obtained they will be furnished, and the changes which the abrogation of the treaty has made in our commerce and revenues will be exhibited, with the changes in Canadian tariff regulations, as called for by the resolution of inquiry.

COMPARATIVE IMPORTANCE OF AMERICAN AND CANADIAN COMMERCIAL CHANNELS OF TRANSPORTATION.

In answer to the second inquiry as above stated, the most important of all under the resolution, the following statements and considerations are respectfully submitted:

The comparative importance of commercial channels of transportation can only be correctly ascertained by considering the topography, climate and soil of the country they traverse and may be said to drain; its population and the surplus of its agricultural, mineral and other resources; or, to speak comprehensively, the value and character of its exchangeable commodities, and the best means of finding the best market for them. These elements form the details for a just and intelligent opinion as to the merits of those competing inland routes by which the commerce of the interior must pass from the West to the seacoast, and from it to the chief points of distribution in the United States and the various countries of the world.

Separated as the people of the United States are from the entangling perplexities of European politics by our geographical position, and conscious of the practical independence conferred upon us by the variety and incalculable magnitude of our natural resources, yet so slightly developed, our attention is justly given in a greater degree to the promotion of the vast and varied interests of numerous States, differing scarcely less in their climate, soil, and geological formations than in the characteristics of their inhabitants and the density of their population. The older nations, each circumscribed by narrow limits and having within its boundaries comparatively little variety of production, are compelled, when they have attained a certain degree of wealth, to seek remunerative employment for their increasing capital in foreign lands. In the New World the chief effort of statesmanship, applied to material objects, is to develop as early and to as great an extent as is possible the resources of our own territories. Other nations are compelled to seek abroad for those means of employment and prosperity which we possess at home, and to an extent practically unlimited. This development is the chief object of our wisest political economy; and it can in no other way be so well promoted as by constructing or enlarging the various means of communication which carry emigrants to those regions where their toil will be most amply rewarded, and at the same time bring the productions of all parts of our common country to those markets where they command the highest price, or, in other words, return the greatest remuneration to human labor. We thus also stimulate immigration from abroad, and provide the essential elements for the most profitable foreign trade.

The complexities arising from objects so various and remote, the commercial necessities of people who inhabit a territory occupying two zones upon this continent, present questions which must receive broader consideration and greater attention than are given by Europeans to similar subjects in their own land, or we shall fail in bringing into harmony the seemingly conflicting interests in production, transportation and consumption, and thus in determining the just proportions of burdens which each should bear for the public good, so that individual and national wealth may best be mutually promoted.

Commerce has always in every country sought first the channels formed by nature as the easiest and cheapest highways from the interior to the seaboard. In process of time these are connected, intercepted and aided by artificial works from the great lines for the transportation of agricultural and other products from the interior to the commercial centres, where they are exchanged for the commodities of foreign [illegible] desired by their producers.

Of all the nations of Europe Russia alone possesses an extent of territory at all worthy of being compared with our own. The policy of internal improvement pursued by her since she experienced the stimulus of modern civilization is at once interesting and suggestive. Her magnificent system of canals and river improvements has been perseveringly extended during her various wars and changes of fortune, from the time of PETER the Great to the present period, connecting the immense and fertile regions of the interior with the ocean and Mediterranean, through the Baltic, the White and the Black Seas. It was by the wise statesmanship of this continental power in improving and binding together the natural channels of commerce committed to its care, and thus enriching the empire with far more remunerative prices for its agricultural exports, and concentrating its industrial forces, that the First NAPOLEON became alarmed for the destiny of Europe, brought in competition with the increasingly colossal power of the North, and he feared lest the Cossack should water his horses in the Seine. The continued prosperity of Russia, through thus improving her means of inland navigation, is a perpetual testimony to the prophetic wisdom of the bold and imperial originator.

Hitherto, in the gigantic struggles for the internal carrying trade of our own country, railways have not been successful competitors with our inland routes of communication by water, for the carriage of heavy or bulky articles during the seasons of navigation. The question is determined by the different results of motive power applied to land and water. An elaborate investigation shows the following results, as exemplified by a fair comparison of the relative cost of transportation by rail, and the other means of conveyance best known in the United States:

	Excess of cost per cent. greater.
By rail over ocean transportation	733.3
By rail over great lakes	525.0
By rail over Mississippi and St. Lawrence transportation	316.6
By rail over Hudson	400.0
By rail over Illinois improvement	257.1
By rail over Erie canal enlarged	275.0
By rail over ordinary canal	150.0

Boats or vessels, if made of wood, and propelled either by sail or steam-engine, will endure for many years. If made of iron, which, before many years have elapsed, will probably supersede wood as the chief material for ship-building, they will last a century. They run through water, which costs nothing and does not wear out. A crew of five or six men can manage a canal steamer of 600 tons, and ten or twenty men are sufficient for a lake ship or steamer of 600 or 1,200 tons. On the other hand, a railway and its trains of cars, each of which can carry only 150 or 200 tons of freight, are subject to great loss from ordinary and necessary wear and tear, need continual replacement and repairs, require a much larger proportion of men to watch and manage them, and are rapidly worn out by a stress of increased business which, comparatively, would do little injury to a canal.

It is stated, as curiously illustrative of the comparative cheapness of carriage by rail and the ocean, that a ship recently arrived at Philadelphia from San Francisco, having brought a cargo of wheat at nearly the same freight it would have cost from Chicago to Philadelphia by rail.

For the reasons thus elucidated, the freight on railways, where they enter into competition with the ordinary means of water communication, consists for a considerable proportion of the year chiefly of the lighter and more costly articles requiring rapid transit and delivery, while ordinary products of the West, in quantities so great that it is difficult to form an adequate understanding of their magnitude, are carried on our lakes, rivers and canals. With the increase of Western cultivation and production thus occasioned by the cheapest possible freight during the milder months, the amount of railroad travel is also multiplied, as well as the consumption of those articles for which carriage by rail is eagerly sought at advanced rates.

It thus becomes evident that, in attempting to find a solution of our chief commercial problems, and estimating the comparative importance of the various routes to the ocean from the West, duly examining the physical characteristics of the country, and the natural adaptation of its different sections to internal commerce, and the cheap delivery of freight, the great saving effected by the use of water communication must be borne in mind.

Of all the States New-York alone reaches from the Atlantic to the great chain of western lakes without encountering at one or more places the formidable obstacles presented by the Alleghany Mountains. While her eastern front is on the ocean and includes harbors of unsurpassed excellence, her western territory is a portion of the great valleys of the interior. Rivers issuing from her highlands flow through her own boundaries into the Atlantic, or find their way by the Alleghany and Ohio into the Mississippi River and the Gulf of Mexico. Another of her boundaries is on the St. Lawrence. Rendering her advantages available by means of railways and canals, she is enabled to penetrate into all parts of our country by following routes which nature has already formed and indicated by her streams. While her valleys and rivers, with their natural extensions, reach to the Mississippi, the Mohawk and Hudson gather together in one common channel the chief commerce of the great West and North, increased like a river by continual additions from its early origin until it reaches the ocean.

The value of the trade from the interior, for which the Hudson furnishes the natural highway for all time to come, has never been surpassed in the history of our country. There is concentrated the commerce collected along a front at least twenty thousand miles in length on the lakes and rivers of the West, with New-York, Boston, Philadelphia, Baltimore and other leading seaports on the Atlantic coast of the United States, and with all the commercial nations of the world.

The bounties of nature would have failed to produce these stupendous results had they not been aided by the ingenuity, foresight and practical enterprise of man. In 1817 the State of New-York entered upon the task of completing a navigable water communication or inland river from the fresh-water seas through the Hudson to the ocean. Unaided by the General Government or by any other State, and with the comparatively slender resources of half a century ago, she accomplished that system of internal improvements which created emporiums of trade in the West, and changed its almost unbroken wilderness into the abode of the civilization of our race and age. From time to time she has adapted her facilities for internal commerce to the growing wants and increasing demands of the States which were called into prosperous existence by the noble enterprise and penetrating wisdom of her early statesmen.

Until lately the Erie Canal, the great completing link in this system of communication—regarded everywhere with pride as the creation of the enterprise of the State of New-York and the gateway to the inland commerce of the nation—has never been deemed inadequate to supply the wants of the vast and increasingly productive regions of the Northwest; but within a few years the enormous and unprecedented amounts of Western produce offered simultaneously for freight have sometimes been the causes of dissatisfaction to Western shippers. The owners of Canadian railways and canals, eager to avail themselves of the opportunity, have promulgated exaggerated ideas, and, backed by British capital, have entered the lists of competition and contended strenuously for the great prize of this continent—the control of our Western commerce. Their Province has already expended about $150,000,000 in the construction of her unremunerative railways and canals, to accomplish their object. Without any local traffic, population or commercial wants commensurate with her stupendous undertakings, she has sought to sustain them from our inland commerce at the expense of our carrying systems. Hon. A. T. GALT, the Canadian Minister of Finance, in a recent speech, speaking on behalf of the Government of the Province, said:

"We have no trade ourselves which requires such enlargement of the canals; no trade which would justify us in enlarging them. We could only be repaid for such improvements by obtaining the American States' trade, and making it pay tolls or otherwise contribute to our revenue."

Thus from various motives the question has been raised whether our means of transportation within the boundaries of our own country are likely to become inadequate to meet the demands of our inland commerce.

The territory of the United States consists of three millions of square miles of land. The great central division of the Union includes the States bordering on the lakes and those in the valley of the Mississippi; it is estimated to contain nearly one half of our national domain. The outlets of all its lakes and rivers are either in the Gulf of St. Lawrence in the east or the Gulf of Mexico on the south; and the waters which follow these separate courses are often commingled on the summits or plains of the west. From the Rocky Mountains to the Atlantic Ocean on the east and south, we find an immense plateau, intersected only by the Alleghanies. This barrier nature herself has broken by creating a passage for ships—a connecting link between the commerce and people of the East and West by means of the deep though placid waters of the Hudson.

The whole of this vast central division and the outlets of its trade are between those parallels of latitude in which the human race reaches its maximum of energy, industry and intelligence, and, throughout historic periods, has made the chief movements in its exodus from the East to the West. It extends through twenty degrees of latitude and thirty of longitude, including a territory larger than that of all the leading nations of combined Europe. Its mountains abound in all the varieties of mineral wealth, and its valleys, stretching along its mighty lakes and rivers, are rich in alluvial and other fertile soils, so various, and extending through climates so different, as to produce in profusion nearly all the commodities necessary for the wants of man or desirable for his luxuries.

These regions are unequaled in their natural adaptation to internal commerce. Besides the rivers flowing into the great lakes, they are traversed by the Mississippi and Missouri Rivers, including the Ohio, the Tennessee, Cumberland, Red River, Arkansas and the Yellowstone. All these, with their tributaries, can be connected by artificial links and lines of internal travel, established with our inland seas and the Hudson in the East, thus completing water communication from the Atlantic to the Mississippi, and thence to the base of the Rocky Mountains.

COMMERCE OF THE BRITISH POSSESSIONS.

Beyond Lake Superior and north of our boundary line, extending from the lakes of the Woods and Winnepeg (the latter a sheet of water equal in size to Lake Erie) to the Rocky Mountains, is an extensive region, yet little known, but sometimes described as the Saskatchawan country. It possesses a climate remarkable for its mildness when compared with other regions in the same latitudes on the eastern slopes of the continent. It has a fertile soil, with sufficient timber for fencing and fuel, and produces corn, wheat, oats, and all the other crops which flourish in the temperate zone.

This remarkable region is a portion of the commercial system under consideration. In it, as at West Point on the Hudson River, the temperature of 70° during the Summer is also the average heat of the same season as far north as the fiftieth parallel, or the northern limits of Newfoundland. The isothermal line of 60° for the Summer rises on the interior American [illegible] as high as the sixty-first parallel.

[illegible]

It is [illegible] country, and the world-wide importance of our means of inland communication.

As a consequence of this discovery, the whole region of the plains and mountains, which less than twenty years ago was an almost unexplored waste, has now a numerous and rapidly increasing population, energetic and enterprising, engaged in mining, farming, manufacturing, building up cities and towns, constructing railroads, establishing schools, colleges and churches, surrounding itself with all the appliances of refined civilization.

The urgent necessity for railroad communications across the continent, so as to connect these new central and Western States with their older sisters in the East, became apparent from the moment the reality of the mineral discoveries was known. Soon arose visions of the rich trade of Asia, the ancient hive of mankind, whence our race has spread throughout the world. It was seen that when a railroad spanned our continent, this great commerce, which in all ages had given wealth and power to the people possessing it, would fall into our hands. Throughout history it has made and unmade nations in its track; and to-day its possession constitutes the chief and well-known subject of apprehension and dispute between the leading nations of Western Europe and their colossal rival in the East.

It is a well-known law of trade that it seeks the cheapest avenues of transportation to its centres, insurance and interest on capital covering risks, and time, being elements of cost. These considerations point unerringly to the railroads from the Pacific across the continent of North America as the avenues over which the trade of India, China, Japan and the adjacent regions will pass in the future, and lead to the further conclusion that the eastern termination of these roads must be on the great lakes, so as to appropriate the benefits offered by cheap navigation on the way further east.

Already the extension of telegraphic facilities in China is the sure forerunner of internal railway communication which will revolutionize the stereotyped society of that country and enormously increase its foreign trade. Even now the inhabitants of India are awakened to a knowledge of the power and value of modern civilization and enterprise by vast lines of railways connecting portions of the interior of that country with its seaports. Steam communication, already begun between San Francisco and China, will be thoroughly organized by the addition of several vessels of the largest class during the present year.

Some idea may be formed of the magnitude of the trade we shall acquire with those Oriental nations, separated from our territory only by the smooth waters of the Pacific, by considering the numbers of their inhabitants, with whom we shall be brought into close communication not only by our settlements on this side of the same ocean, but also by the railroad so soon to be an accomplished fact.

Japan alone has a population computed to be equal to that of the United States in 1860; Hindostan contains 160,000,000 of human beings, and the Chinese Empire, with its enormous area and 420,000,000 of people, contains a greater amount of inhabitants and wealth than are elsewhere united under one Government in the world. Other Asiatic regions on the Pacific also contain large populations. With the progress of civilization in Europe, the demand for silk, tea and other oriental productions, formerly confined to a few, now spreads among the masses of the people, and is practically capable of indefinite multiplication.

With the increase of the prosperous population of our own country another new demand is springing up, and will stimulate Asiatic industry by affording a profitable market for a larger supply of them than is now consumed by all the nations of Europe. None of these considerations can be omitted in a due examination of the inland trade of a country thus intermediate in position between the ancient seats of civilization and the newer nations of Europe from which we derive our origin.

Beside the great nations of the Orient already enumerated there are other Asiatic regions of incalculable commercial importance, whose trade is naturally drawn through their rivers to the Pacific coast. The valley of the Amoor River alone contains an area of 777,000 square miles. A large proportion of the vast region watered by it and its numerous branches is believed to be both productive and populous. In connection with one of its tributaries it is known to be navigable for steamboats for some thousands of miles. If any additional proof were needed of the resources of these regions and the natural energy of their inhabitants, it is to be found in the historical fact that from them sprang forth GENGHIS KAHN and that powerful army of his followers who advanced far into Europe, and, for a time, seemed likely to become the conquerers of the world.

Under the present system of communication the ordinary length of time required to complete a voyage from Liverpool or London and return is ten or twelve months. By use of the road across this continent, and the additional facilities now existing, or which it will bring in its train, the passage from China to the English ports, allowing twelve days for transhipments, can be accomplished in a sixth part of the time commonly required at present, allowing for the passage from China to Vancouver twenty days; Vancouver to New-York by rail, or partly by rail and partly by water, eighteen days; New-York to Liverpool fourteen days—in all sixty days.

It is doubtful if the coarser and cheaper articles of Asiatic produce will bear the cost of transportation by an all rail route across the continent; but cheaper means of transit, mainly consisting of river, lake and canal navigation to the Atlantic, would compete successfully with the old circuitous routes by sea. A moderate distance, said to be not more than 700 miles of railroad in two or three sections, will be sufficient to establish steam communication from Lake Superior to the mouth of the Columbia, where steamers already ply, carrying passengers and supplies into the mining country.

From the great change which must take place in the commerce of the world when this continent becomes beyond comparison the most direct, expeditious, safe and economical thoroughfare between the leading countries of Europe and the Oriental nations, results will arise, not only of a commercial, but of a social and political character, too great to be adequately appreciated by the human mind. By the settlement and development of the regions thus traversed, this new and vast continent, inhabited by a race foremost in the chief distinctive characteristics of the most highly civilized and influential nations of the age, will be placed in the world's balance on this side of Christian civilization.

It is not alone the commercial supremacy of the world that will pass from England to the United States, but also the old numerical superiority in which the balance is already inclining in our favor, with all the changes naturally resulting from it.

An eminent statistician of Great Britain estimates that in 1890 the population of the United States will amount to 76,677,87,7 while that of Great Britain and Ireland, if the former ratio of increase should be continued, will be 42,323,341.

The railways already projected or in process of completion from the Atlantic to the Pacific Ocean are:

1. The Central, which is now in course of construction, on the average latitude of 40°. With its present prestige and aid from the Federal Government, soon to be increased by the intervention of State Governments in its behalf, the speedy construction of this road may be anticipated. If in operation at the present moment, the road would be financially successful. All the resources of Kansas, Nebraska, Colorado, Utah, Nevada, and in a great degree of Missouri and California, are pledged to such a result.

2. The Lake route, hitherto designated in Congressional debates as the Northern Pacific route, connecting the Western coast of the great lakes and the navigable channel of the Columbia River by the most direct and feasible communication with which the Territories and future States of Dakota, Montana, Idaho and Washington, as well as the States of Minnesota and Oregon, are identified.

3. The International route, or an extension of the Canadian railway system across the Peninsula of Michigan, and through Wisconsin and Minnesota to the English Colony of Selkirk, in latitude 50 degrees, and thence through the valleys of the Saskatchawan and Upper Frazer Rivers to the Pacific coast in latitude 54 degrees."

These railways will be connected with our great eastern lines, the New-York Central, New-York and Erie, Atlantic and Great Western, Philadelphia and Erie, Pennsylvania Central and Baltimore and Ohio, all thus becoming portions of lines stretching from one side of the continent to the other. But the configuration of the continent, by interposing the fresh-water seas of the interior as a barrier to direct railway communication through seven degrees of latitude from the head of Lake Superior to that of Lake Michigan, a distance as great as from Chicago to the State of Mississippi, and greater than from Illinois to the Gulf of Mexico, together with the wild and mountainous character of the country on the northern limits of Lake Superior, compels the concentration of an enormous portion of this trade on the lakes, and adds to the natural cheapness of carriage by water the additional advantage of a comparatively direct course over a necessarily circuitous and more expensive line of communication.

VALUE OF WESTERN CEREALS IN COMMERCE AND IN WAR.

The time has passed, and may never again return, when the cotton of the South will permanently take the first place in our foreign exchanges. For several years since 1860 our chief exports have been grain, flour, beef, pork, cheese and other agricultural products of the West. They are the basis of all our manufactures. Without them the looms of New-England would soon cease to move. They constitute the great bulk of our foreign commerce, enabling our merchant ships to return to our ports laden with the productions of all climes. It is shown by the returns of 1860 that the States of Ohio and Pennsylvania scarcely produced a sufficient supply of wheat for their own consumption. New-York does not produce enough for her own use for half the year, and the amount annually raised in New-England would not support her population for a month.

In the four years preceding the war the production of our cereals was deficient, and their importance received painful proof of the bankruptcies and general prostration of credit which resulted from the failure of the crops. A kind Providence interposed, and abundant harvests crowned the labors of the husbandman so generously that we had not only a sufficient quantity for consumption in our own country, but were enabled to export so largely as to provide to a large extent for the necessities of the war. In fact, no single cause, except the resolute determination of our people, contributed so much to the success of the North in the late war as the bountiful and extraordinary crops of the West, furnishing the sustenance by which we were enabled to strengthen and maintain our armies in the field. Mankind was astonished at the magnitude of our material resources displayed in these exports of food at the crisis of our fate. They thus furnished a financial basis for our national credit throughout the world. Our victories never could have been secured if our soldiers had not been sustained by ample food, and the cost of our importations of arms and material of war could not have been defrayed by ships sailing empty from our ports.

The following table shows in comparison the increase in the [illegible] receipts of flour and grain at the lake ports of Milwaukee, Chicago, Toledo, Detroit and Cleveland, from Jan. 1 to Dec. [illegible]:

Flour, barrels	3,9[illegible]	[illegible]
Wheat, bushels	27,122,5[illegible]	[illegible]2,871
Corn, bushels	38,212,104	27,[illegible]
Oats, bushels	12,012,71[illegible]	[illegible]
Barley, bushels	2,622,2[illegible]	[illegible]
Rye, bushels	2,255,001	1,381,088
Totals, grain	82,625,948	71,251,660
Increase, flour, barrels		602,086
Increase, grain, bushels		11,374,288

Allowing the appropriate quantity of wheat to each barrel of flour, and including it in the estimate, the following table shows the number of bushels of grain which have been sent eastward from the eight Northwestern States and Canada in the last ten years.

Total eastward movement, including flour, estimated as wheat:

	Total east.	Received at Buffalo.
1856	57,707,780	26,239,791
1857	44,789,851	20,062,680
1858	59,872,566	28,219,855
1859	44,354,225	22,215,425
1860	78,652,486	37,133,461
1861	119,264,233	61,460,601
1862	137,669,872	72,794,188
1863	116,367,546	64,603,690
1864	81,252,000	50,000,000
1865	89,249,777	51,415,818
1866	110,329,000	58,333,087

The peculiar adaptation of the Western soil and climate to the production of Indian corn, the utility of this corn as food for man, its incomparable qualities for nourishing and fattening domestic animals, and its application to purposes of distillation, render it the most important crop of the West. Its production in 1864 and 1865 greatly exceeds that of previous years. In 1840 the corn crop of the Northwest was 156,672,811 bushels. In 1860 it had increased to 476,274,987 bushels. In the reports of the Agricultural Department the crop of 1864 is estimated at 530,581,403; that of 1865 at 813,000,000, and that of 1866 at not less than 880,000,000 bushels. This grain is easily cultivated, and yields almost unfailing returns. Only a small percentage of it in a crude state leaves the West, but in the concentrated forms of beef, pork, lard and alcoholic liquors it enters largely into the use of the Eastern States, and is the basis of extensive exportations, capable of an almost illimitable increase. So abundant is it in some regions of the West that it is said, where transportation is expensive, the inhabitants find it more economical to raise corn and burn it on the cob for fuel than to cut wood or mine or purchase coal. Even now our exports of the grain itself to Great Britain alone average about 12,000,000 bushels annually.

The corn sold to the New-England or European operative brings to the prairie farmer only a small portion of the price paid by the consumer. The principles involved in this pregnant fact are of the utmost importance in considering the whole question of freights. If these expenses could be reduced, even in a moderate degree, the prairie farmers would be brought practically so much nearer to the East that if their main crop would not be actually doubled in value, they would at least share with the people of the East an additional value equal to that of their present crop, estimated by its price on the prairies. It is scarcely possible to adduce a more striking instance of the reciprocal interests of producers and consumers; and every worthy sentiment of humanity, as well as every dictate of sound political economy, demands all legitimate efforts to open out the best possible channels for this wonderful superabundance of the West to the less favored members of our race. We thus increase at the same time the prosperity of the West, the demand for our domestic manufactures, and the national revenue derived from importations for which our grain is taken in return.

Seventy years ago, within the memory of many yet living, there was hardly a craft larger than an Indian canoe on the great lakes. In 1841 the trade carried on their surface amounted to the value of $65,000,000; in 1851, $300,000,000; in 1861, $550,000,000; and bids fair to reach $1,000,000,000 in 1871.

Over eighteen hundred vessels are now employed in the commerce of the lakes, and more than two thousand steamers on the rivers of the West.

TRANSIT FROM THE WEST TO THE OCEAN.

The vast central division of the continent possesses a natural system of water communication unequaled elsewhere. It embraces the American portions of lakes Erie, St. Clair, Huron, Michigan and Superior on the north. Within it flows no small share of the stupendous system of which the Mississippi is the main channel, including the Ohio, Tennessee, Cumberland, Illinois, Wisconsin and Wabash on its east; and the western tributaries, the Missouri, Arkansas, St. Peter's, Platte, Sioux, Des Moines, Yellowstone, and other rivers, complete navigable routes for nearly twenty thousand miles, exclusive of navigation for several thousands of miles on Lake Winnipeg and the rivers tributary to it.

The Mississippi itself, although of great value as a channel for traffic in the interior of our own country, has never yet been used to any considerable extent as an outlet for agricultural productions. A brief comparison of the appropriate facts and statistics will show that the blockade of that river during the late civil war could not materially increase the transit of Western produce through Eastern channels. The Committee of the Chicago Board of Trade say on this subject:

"In the early settlement of the West, the Mississippi was the only outlet for the products of the country; but the opening of the New-York and Canadian canals, and of not less than five trunk railways between the East and West, has rendered the free navigation of the Mississippi a matter of secondary importance.

The heated waters of a tropical sea, destructive to most of our articles of export; a malarious climate, shunned by every Northerner for at least half the year; and a detour in the voyage of over 3,000 miles in a direct line to the markets of the world—these considerations have been sufficiently powerful to divert the great flow of animal and vegetable food from the South to the East. Up to 1860 the West found a local market for an inconsiderable portion of her breadstuffs and provisions in the South; but after supplying this local demand, the amount which was exported from New-Orleans was insignificant, hardly exceeding $2,000,000 per annum."

It has been proposed to make a complete communication of navigable water from the Ohio River through Virginia to the Chesapeake Bay by way of the Kanawha, James and other intermediate rivers. The total length of the proposed line from Norfolk to the Ohio is 615 miles, of which 361 of river and canal (from Norfolk to Buchanan) are already completed for boats of light draught. Of the other 354 miles only 81 require excavation, the remainder being already completed or requiring only improvements of existing river communication. The great difficulties of the route presented by the Alleghany Mountains, and requiring a summit level of nearly 2,000 feet, remain to be overcome.

Several favorable opportunities exist for navigable connection between the Mississippi system of rivers and the great lakes. Some improvements in the Illinois River and a ship canal a hundred miles in length, from Chicago to Peoria, will complete means of transit for large vessels from the Mississippi to Lake Michigan.

The Fox and Wisconsin River improvement will complete access from St. Paul on the Upper Mississippi to Green Bay, an inlet of Lake Michigan. Another canal already connects Cleveland on Lake Erie with Portsmouth on the Ohio River. The Miami Canal extends from Cincinnati to Toledo. These various routes are capable of such future enlargements as the wants of commerce may require.

An important work has also been projected to connect Lake Erie with Lake Michigan across the peninsula, and thus save an enormous distance in the transit between the Atlantic and Chicago.

CANADIAN CANALS AND THE ST. LAWRENCE.

On the eastern side the water routes afforded by Lakes Michigan, Huron, St. Clair, and Erie are extended by the Welland and St. Lawrence system of communication to Montreal and the ocean, and by the Oswego and Erie canals, and through the Hudson River, to the seaboard of the United States at New-York.

Other Canadian routes, navigable for ships, are also projected. The longest is that proposed from Georgian Bay, on Lake Huron, to Montreal, following chiefly the Ottawa River, and connecting it with the Mattawan, French River, and Lake Nipissing. It is stated that, of its whole distance of about 430 miles, less than thirty-eight would consist of artificial canal. It is estimated by the friends of this route that the distance will be 842¼ miles less by it from Chicago to Montreal than by the present means of transit by way of the lakes and St. Lawrence; and the cost of its completion is variously computed by Canadian authorities at from $24,000,000 to $50,000,000.

It is also proposed to enlarge the Welland and St. Lawrence canals so as to permit the passage of seagoing vessels of 1,200 tons burden. The present dimensions of the various canals required to overcome the natural obstacles of the route from Lake Erie to the ocean, *via* the Welland Canal, Lake Ontario and the St. Lawrence are as follows:

	Length in miles.	Depth in feet.	Size of locks in feet.	No. of locks.
Lachine	8½	10	200x45	5
Beauharnois	11¼	10	200x45	9
Cornwall	11½	10	200x45	7
Farrand's Point	¾	10	200x45	1
Rapid Plat	4	10	200x45	2
Point Iroquois	3	10	200x45	1
Gallop's	2	10	200x45	2
Welland	28	10	150x26½	27
Totals	69			54

While the St. Lawrence canals, completing the system of navigation from the ocean to Lake Ontario, can now pass vessels of 800 tons burden, no vessels of more than 600 tons burden can go from Lake Ontario to Lake Erie, *via* Welland Canal and the other lakes above the Falls of Niagara.

Another canal is proposed, familiarly known as the Niagara Ship Canal, to connect Lake Erie with the Niagara River below the falls, and thence through Lake Ontario, with the St. Lawrence route. The proposal is to make it on the American side, and of sufficient size to pass sea-going vessels of 1,200 tons burden. Already a ship canal, the tolls on which are less than a cent a bushel, exists in Canada, (the Welland Canal,) between Lakes Erie and Ontario. It does not diminish the cost paid by the Western producer in sending produce to New-York. The price paid for freight by way of this canal, Lake Ontario, and Oswego, to Syracuse on the Erie Canal, is the same as is paid to the same point by way of Buffalo and the western portion of the Erie Canal. The Western shipper gains nothing either in time or cost by the use of this route. The report of the Auditor of the tolls, trade, and tonnage of the canals of the State of New-York shows that for 1865 the average rate of freight on wheat from Chicago to New-York by the routes in question were 26.62 cents by way of Buffalo, and 27.23 cents by the Welland Canal and Oswego; and the average of previous years confirms the statement. Testing this question again by the practical verdict of actual experience, we find that during the last season of navigation no inconsiderable portion of the shipping of Lake Ontario found its most profitable employment in carrying freight between the ports of the upper lakes, rather than encounter the delays and dangers incident to large vessels on their passage through ship canals and numerous locks.

Great importance was attached, in the estimation of not a few in certain portions of our country, to the free navigation of the St. Lawrence, although, hitherto, it must be conceded that the imaginary benefits expected by its advocates have not been realized. One honorable member said in Congress:

"The free navigation of the St. Lawrence is only necessary to show us in the Fall of each year long lines of vessels seeking the Atlantic through Canada, laden with Western produce, and in the Spring making their way back with foreign wares and with the avails of profitable labor for nearly half a year."

The Secretary of the Treasury, in his report in 1864, said: "In the last fiscal year (1863) but a single vessel cleared and entered, and it can, therefore, scarcely be necessary to make a distinct and precise account of it as of a permanent trade. This practical neglect of the St. Lawrence River as an outlet to Western produce of the United States, under the circumstances controlling that route for the last four or five years, is particularly significant and decisive as to the channels this trade prefers. Not only the treaty of reciprocity, but the careful and inviting legislation of Canada in regard to tolls and tonnage duties, have united to remove all obstacles to the free employment of this route for the exports of breadstuffs and provisions from the Western States. Great hopes were entertained in Canada of the commerce that would be thus developed, but the united efforts of the two Governments have proved of little effect in opening a channel preferable to that made up of the lakes, the canals and railroads of the United States."

The returns of subsequent years confirm this statement.

One of the reasons why the honorable member of Congress and those who, thinking with him, expected to see lines of ships seeking their way to the Atlantic through Canada, have been disappointed, is the increasing tendency of the lake trade to employ sailing vessels of a peculiar construction, broad, long, of light draught, and having centre-boards, which give them superior sailing qualities on the lakes, where they carry large cargoes at low rates. At least three-fourths of the cereal products passed over the lakes are now carried on such vessels. They are unsuitable for the long, tempestuous voyage of the ocean, but are increasing in a greater ratio than any other vessels on the lakes, and little, if any, difference is made in the charges for freight by them and those paid for conveyance by steam, although the latter is the most expeditious. This proves also that neither time nor distance is a controlling element in our immense lake commerce. The large amount of fuel and storage for fuel necessarily provided for steamers suitable for voyages on the ocean, and the comparatively small amounts required for lake-going steamers, throw out of consideration the profitable practicability of using the same steamships on the lakes and the ocean. Whether steam or wind is used as the propelling power, there is evidently great economy in using large vessels, both in the ordinary expenditures for labor and the original and accruing cost of the ship. It is found much more profitable for such vessels, costing from $50,000 to $75,000 each, to transfer their cargoes to cheaper vessels than encounter the delays and incidental damages of going through the canals.

The transfer of cargoes from these vessels is accomplished with great rapidity by the application of steam power. Facilities exist in one of our lake ports alone for thus transferring into canal-boats or storehouses at least 2,000,000 of bushels daily, and for storing 6,060,000 of bushels.

These considerations point with increased force to the transfer of cargoes before the sea voyage is begun, and accordingly we find that, although the transfer might take place at Quebec or Montreal, it is usually and most profitably made at Kingston, through canal boats or barges as at present, necessarily implying also another transhipment at Montreal or Quebec for all the grain intended for a market beyond the sea, resulting in the same number of transhipments as are required between the lakes and New-York by way of the Erie Canal. A confirmation of this view is found in the fact that, of the 2,958,299 bushels of Western grain sent seaward by the Canadian route in 1866, 2,013,018, or more than two-thirds, were transferred from larger vessels to canal-boats or barges at Kingston, the entrance to the chief line of the Canadian canals.

Those who argue that the St. Lawrence route can confer advantages on the western producer repeat only the old arguments used before the lifetime of the present generation, and now practically tested by an expenditure of about $150,000,000 of British money, but yet unsubstantiated by profitable results. They claim that Montreal and Quebec are geographically some hundreds of miles nearer Liverpool than New-York is, and leave out of consideration facts of paramount weight as regards the question at issue. Nor do distance and time combined necessarily determine the courses of trade. The cost, including all its items, in comparison with the value of the article carried, and the profit to be made on it, is frequently the commercial or practical test. The price paid ungrudgingly, and yielding a remunerative profit to the shipper for carrying a few pieces of cloth or silk, weighing two hundred pounds, would sometimes be more than the full value of a barrel of flour, and leave the owner of the latter in debt to the carrier. In addition to these considerations, others, of which the greater danger attending transit by the St. Lawrence is not the least, give a preponderance against it, as is amply demonstrated by the practical testimony alike of Americans and Canadians in determining to which route they shall intrust their property or their persons.

The arguments of those who advocate the St. Lawrence route culminate in the vague assertion that it is the natural channel of trade from the West. They summarily infer that as all other routes from the West to the ocean are artificial, in the sense that they are indebted to man for their development, they, therefore, must be inferior. Few specious arguments are more destitute of reasonable force. The natural difficulties of the St. Lawrence route, from Lake Erie to Montreal, were long deemed insurmountable. It was only by the expensive construction of artificial channels that the barriers of the rapids and cataracts of the Canadian route were overcome as at present. The estimated expense of making the proposed ship canal around the Falls of Niagara is greater than the original cost of the canal connecting Lake Erie with the sea-coast, and no less a sum will again be required to complete the navigation of the St. Lawrence from Lake Ontario to the sea for the vessels it is intended to pass around the great obstacle of Niagara Falls.

No direct and extensive commerce with countries over the seas has ever been carried on except through seaport cities, of which Liverpool, Havre and Cadiz are examples in modern times. In the same way our American seaport cities must hold and control the trade of this continent with countries reached through the Atlantic Ocean. The only question to be solved is how they can be reached by the cheapest means of transportation. Canada will only find those railways and canals permanently profitable which lead toward the great commercial lines of transit to our seaport cities. For six months in the year she is practically locked in from the sea by those boundaries of the United States of which Mr. RUSSELL, the correspondent of the London *Times*, in his work on Canada, says: "They weakened Canada at its weakest point, and conferred most signal advantages on the only enemy it had to fear." He adds, sententiously, the important consideration that they "bit into the substance of the Provinces, and at the same time cut the vein of communication with the sea for five long Winter months."

A fair judgment as to the comparative merits of American and Canadian markets cannot be made by calculating only the weight thrown into the scale on one side without regard to preponderating influences on the other. Hitherto the evidence of experience is beyond doubt or comparison in favor of those in the United States. This condition of affairs arises from causes which will continue to be as powerful in the future as they have been in the past. Ports like Montreal and Quebec cannot be regarded as seaports, but are inland river cities. For half the year even their communication by river with the ocean ceases, and shipping cannot approach them. All this time, not only their docks, levees, mechanical means for loading and unloading vessels, with all the capital invested in them, remain unused, but their merchants, shippers, salesmen, clerks, and the vast array of traders, stevedores, mechanics and workmen, who, with their families, depend for their occupation and subsistence upon the shipping, remain unemployed.

No present or future advantage can be sufficient to counterbalance these difficulties. There are other obstacles, even during the Summer months, in the route on which they depend. Vessels coming from distant ports can neither calculate with precision the time when the St. Lawrence will open, nor the length of their own voyages. Thus their owners are led to prefer ports where it is certain they can enter. These considerations form an important element in placing the naturally chief ports and markets of this continent far south of Canada. Vessels brought to New-York, from these considerations, are again on the lookout for a cargo. The central location of that port, with a large and wealthy series of manufacturing States and the Provinces on its north, a vast region with illimitable capabilities of production at the west, and the cotton States on the south, open always to the commerce of the whole world, becomes naturally the great stand or market for freights or shipping, where they can be bought or secured on better terms than at points which are not commercial centres.

It is only when produce arrives at Montreal from the West that the difficulties of its shippers begin and the superior advantages of our seaport cities are realized. It is not unusual for steamers which have brought goods and emigrants to New-York to take a return cargo of grain for nominal prices, or even simply as ballast, without other remuneration. Flour has been taken at twelve or twenty cents per barrel, and three cents is not unfrequently quoted as the extreme rate for grain per bushel. On the average, rates for freight to Liverpool are at least one-third less from New-York than from Montreal or Quebec.

NEW-YORK CANALS.

Hitherto by far the larger proportion of the inland commerce of the continent has sought a market within our own territory, through the canals of the State of New-York. The full aggregate of their length is 896 miles. They cost in their present condition nearly $100,000,000, all of which, except about $15,000,000, has been paid out of the revenue arising from tolls. The magnitude of this achievement, as a financial success, and in its commercial results in increasing the trade of our seaport cities, building up a chain of inland towns through that State, creating the flourishing Western cities on the shores of the lakes and those portions of the interior which are connected with them, and converting the wilds of forests and prairies into the farms and abodes of civilized men, are without parallel in ancient or modern history. But the canals are proper subjects of the present inquiry only so far as regards their comparative importance as competitors for the great national commerce of the interior.

The chief canal of the State of New-York is the main or trunk line from Troy, on the Hudson, to Buffalo, on Lake Erie. It is 350¾ miles in length, with a prism of 70 feet by 56 feet by 7; 71 locks, 110 feet by 18 feet, with a lift of 569 feet; and its lateral branch from Syracuse to Oswego, on Lake Ontario, is 38 miles long.

It has become a subject not only of State or even national, but of truly continental importance, that the avenues of transit first opened into the interior of our country, and by which such extraordinary benefits have already accrued, shall be rendered sufficient for the future demands of the West, both as regards increase of carrying capacity and diminution of the expense of freight. As might be reasonably expected, it will be found on comprehensive investigation that, practically speaking, the greater the carrying capacity of the canals the cheaper will be the freightage; but the extent to which both these desirable objects can be attained by enlarging the locks and using steam-power on the canals is yet imperfectly appreciated.

For several years the enlargement of these locks, so as to permit the use of boats of greater tonnage propelled by steam power, has engaged the attention of the State of New-York. Gov. FENTON, in his recent message, recommends "an enlarged tier of locks on the Erie and Oswego canals, from tide-water to Lakes Ontario and Erie, which will admit the passage of vessels propelled by steam of five or six hundred tons burden."

He further states these vessels would not only carry threefold the tonnage of our present two hundred-ton canal boats, but also make the round trip in half the time; and adds, on the authority of estimates by competent engineers, that the capacity of the canals will be increased to over eleven million tons, and the cost of transportation reduced fifty per centum.

Bills have also been introduced into the Senate and Assembly of that State to carry these views into effect and anticipate the favorable action of the Constitutional Convention.

By a proposed enlargement of the locks, at a cost insignificant in comparison with the results to be obtained, they would admit the easy passage of canal steamers twenty-five feet wide and two hundred feet long, drawing when loaded six and one-half feet of water. Such vessels can carry burdens of six hundred tons, with fuel and machinery. Gov. FENTON says:

"I am informed by the present able State Engineer, and feel satisfied from this and other sources of information, that a suitable enlargement, with single locks of capacity for boats of 500 tons burden, but substantial work, can be effected at a cost not exceeding $6,000,000."

Elsewhere, preferring to present the question as involving the largest expenditure deemed necessary by any competent authority, and basing his calculations on an amount of future revenue of $500,000 less than the annual average of the last six years, Gov. FENTON demonstrates that the present canal debt of the State and cost of the proposed enlargement will be extinguished within seventeen years. He says:

"The surplus canal receipts from 1860 to 1866, inclusive, amounted to $29,436,868 26, which have been applied to the payment of the principal and interest of the canal stock debt. After applying the balance in the sinking fund, the stock debt chargeable upon the canals would now be less than $15,000,000. By the application of accruing revenue, the remainder of that debt, in 1869, would be within $10,000,000. Suppose the balance of the old debt, together with the new debt for the enlargement, should be, in 1870, $20,000,000, and the yearly interest thereon $1,200,000, it will be seen that an annual additional contribution from the revenue of $1,200,000 would discharge the principal in seventeen years. Our past experience would seem to fully justify this calculation for the future. Assuming, then, to act upon this basis, a gross revenue of $3,400,000 annually, and a net revenue of $2,400,000, will extinguish all the liabilities of the present and new debt within the period mentioned. The gross canal tolls from 1860 to 1865, inclusive, were $23,398,138."

It appears from experiments made on the Delaware and Raritan Canal, with locks of the dimensions proposed for the Erie Canal, that it is not advisable to maintain a speed greater than three and one-half or four miles an hour; but the boats employed have engines of sufficient power to propel them at the rate of seven or eight miles an hour in the deeper waters of the rivers and harbors they enter. It is estimated that similar boats could pass from Buffalo to New-York within five days on the Erie Canal with enlarged locks. At present twelve days are required to make the same trip.

Although the proposed changes are intended to provide for the continual additions to western freight, and to increase the speed while they diminish the expense of transit, it will be seen by the following extract from the report of the Auditor of the Canal Department, transmitted to the Legislature of the State, Jan. 4, 1866, that the canal has never yet been used to the full extent of its capacity during the season of navigation:

"There cannot be any reasonable ground of complaint in respect to the capacity of the Erie Canal to carry all the tonnage which has ever been brought to it or that can be for years to come, if there are no new rival lines of transit opened. That capacity is equal to the movement eastward of 4,600,000 tons of Western products in seven months. The heaviest shipments of Western productions at Buffalo and Oswego took place from 1860 to 1864, inclusive, and the largest deliveries from the Erie Canal at tide-water were during the same period.

	Tons shipped.	Tons delivered.
In 1860	1,865,654	2,276,061
In 1861	2,18[illegible]67	2,449,[illegible]
In 1862	2,619,384	2,917,094
In 1863	2,286,123	2,647,[illegible]
In 1864	1,875,[illegible]51	2,1[illegible]

These deliveries of course include all the interior shipments of eastern-bound traffic within the State. This leaves a margin of capacity of over 1,000,000 tons."

With enlarged locks and the proposed steamers, and allowing the ample time of ten minutes for each lockage, 144 boats of 600 tons burden, or 72 each way, could pass in 24 hours, giving a total of about nine and three-quarter millions of tons eastward or westward, or nineteen and a half millions altogether, during the 220 days computed to be the average season of navigation on the canal. The greatest movement of western freight to tide-water in one season, by all the various channels, was never more than 5,500,000 tons.

While the measures thus suggested would enable the canal to meet requirements far exceeding any likely to be made on it for many years, they would also supply facilities for transportation so largely increased as to meet the demand in the Spring and Fall months, when it is usually most urgent.

The estimate that the cost of transportation would be reduced to one half, or 50 per cent. of the present cost, is confirmed from the fact that a similar saving was actually effected by the former enlargement of the canal and use of the present boats. The following is an extract from the report of the State Engineer on this subject, showing that a reduction of over 50 per cent. would be made by enlarging the locks:

Old boats, 76 tons, 31.47 cents, = 4.14 mills per ton per mile; present boats, 210 tons, 45.37 cents, = 2.16 mills per ton per mile; proposed large boats, 600 tons, 72.25 cents, = 1.04 mills per ton per mile.

Upon a canal thus improved the rates of freight need not exceed $1 25 or $1 50 per ton, and yet would afford adequate profit for the carrier. Under these rules the trade of the Northwest would continue within the boundaries of our own country until it reached the great distributing point on the ocean.

The amount of revenue derived from the canal tolls is shown in the following table:

Year.	Amount.	Year.	Amount.
1859	$1,723,945	1863	$4,645,207
1860	3,009,597	1864	3,983,982
1861	3,908,785	1865	3,839,925
1862	5,188,943	1866	4,439,955

There is no room for doubt that, from the additional freight brought to the canal through the superior inducements created by the proposed accommodations, at rates of toll greatly reduced and beyond all former precedent, the State would derive even a larger revenue than at present, fully adequate to pay the canal debt as rapidly as it matures without recourse to taxation of the people. It is computed that to produce these beneficial results no higher rate of toll than $1 a ton need be levied on the whole course of transit from the lakes to the ocean. The certainty of these results must settle the question of an early enlargement.

When the demand for freightage has increased so far as to exceed the amount of nearly twenty millions of tons, which it is estimated can be sent through the improved canal in the season of navigation, it may become necessary to double or treble the present number of locks. Many years must elapse before such additions can be required. The work now proposed will not be superseded by future improvements, but remain as a permanent portion of them. At that time the canal, with a wider prism and a depth increased by a few feet, will have the characteristics of a river admirably adapted to navigation, and be of an almost unlimited commercial capacity.

IDENTITY OF WESTERN AND EASTERN INTERESTS.

It must be regarded as a cardinal principle of public policy that no State in the Union shall derive a revenue for itself by taking undue advantage of its geographical position, or make any further charge on the traffic of other States through it than may be sufficient to reimburse the cost of works constructed to overcome natural impediments. Freedom of transit, without monopoly or taxation, is a necessary portion of the free trade between the States, which is the strongest material bond of peaceful union, and any efforts to interfere with it create an *animus* injurious to the community in which they find favor, stimulating those who are injured to divert business to less advantageous routes, and leading in the end to a diminution of revenue and a loss of trade. The lessons of the times inculcate upon us the wisdom of avoiding not only the reality but even the suspicion of injustice in the dealings of one portion of the Union with all or any of the others.

The Legislature of the State of New-York took a step in this direction by passing an act, April 22, 1862, for adapting the canals of the State to use in the defence of the Northern and Northwestern States. Their liberal proposals were presented to the National Legislature on behalf of the State by Hon. S. B. RUGGLES, who was well qualified for the trust by his thorough knowledge of the subject and his broad national views, but did not receive the approval of a majority of the members of Congress.

The spirit and intention of the State were again expressed by Gov. FENTON in his message of the present year. He viewed this question in its national aspects.

The National Ship Canal Convention at Chicago, on examining the items in the cost of carrying the main article of Western production from the Mississippi to the Atlantic, state that the charges between the Mississippi and the lakes are so high that they "amount to a virtual prohibition, in ordinary times, on the shipment of corn a hundred miles west of Lake Michigan." In 1861, during the most active period of navigation, the price of corn at Chicago vibrated between 20 cents and 24 cents, while the cost of transportation from the Mississippi to Chicago was 16 cents, and the cost of gathering, shelling and hauling it to a station exceeded the difference between the rate for transportation and the Chicago price, "so that if a person had been gratuitously offered a given amount of corn, to be gathered west of the Mississippi, on condition that he send it to the Chicago market, he could not have afforded to accept the gift."

Gov. MORGAN, whose former official relations to the canal system of the State of New-York gave him an intimate and practical knowledge of this subject, wisely, curtly, and with a patriotism looking far beyond local and selfish considerations, shows the justice, value and identity of the measures by which the mutual interests of the West and East will be best promoted. During a debate in the Senate of the United States on the Niagara Ship Canal, he said:

"It is not for the interest of Senators representing Western States to undertake any measure that shall result in disaster to the Erie Canal. There has been one deliberate, well considered, but bold attempt to sell the Erie Canal to a large and powerful corporation. That was in [illegible] a little less than ten years ago. It failed then, but it may be made again. If this bill passes and this ship canal is built and is successful, and a large portion of the transportation is taken from the Erie Canal to this ship canal, there will come up a cry from [illegible] of the State to [illegible] Erie Canal, [illegible] tution amendment [illegible] done in the State [illegible] whenever taxes become extremely heavy. Well, Sir, there is but one buyer, and there can be but one buyer; and that buyer will be the New-York Central Railroad; and, of course, after buying the Erie Canal they will get control of this corporation around Niagara Falls, for that would be a very simple process; and when they get the entire control and make a monopoly of the carrying trade, I think it will be the darkest day for the agricultural products of the West that they have ever yet seen.

It is scarcely possible to close this review of the canal system of the State of New-York, as compared with the Canadian route, without bringing into prominence the question: Why does not the West give its now almost controlling influence in Congress toward securing the realization of that proposition of the State of New-York (now embodied in a law) to adapt the Erie and Oswego Canals of that State to the military uses of the National Government? To attain the proposed object but a small sum is necessary compared with that required to overcome the natural obstacle of Niagara Falls. That object could be attained in one-third the time necessary for the completion of any practical work which could carry the line of trade around the Falls. Nor would the adaptation of the New-York canals to the uses proposed be only an experiment, costly in expenditure of money and time. It has already been demonstrated by the results of the last ten years that the Erie Canal, affording passage to the lakes during that period for boats of an average capacity of about 120 tons, met all the practical requirements of trade and held control of the commerce of the West against the competition of the Canadian route, affording passage as that route did for vessels of quintuple the average tonnage of those employed on the New-York canals. Double the tonnage of the vessels seeking the Canadian route, and with the capacity of the boats upon the Erie Canal, 250 tons as they are now, and in the present, even the experience of the past would demonstrate the fallacy of the claim that the doubled capacity of the Canadian line would enable it to compete with the New-York canals or afford any relief to the necessities of the West. If the proposition made by the State of New York should be realized by national aid, boats of the capacity of 600 tons, propelled by cheap and expeditious means, can float from the lakes to the seaboard through the Erie and Oswego Canals and the Hudson River. It is repeated, and cannot be repeated too often, that the accomplishment of the whole calls for but comparatively small expenditure of time and money; and it needs but the application of the teachings of actual experience to carry conviction that, with the realization of this plan, there could not be even a doubt as to the choice between the two routes. Nor, considering the subject in its purely military features, can there be any doubt as to the wiser course. In the event of war, should the Province of Canada remain in our military possession, (which is not probable, a canal around the falls would be immediately beneath an enemy's cannon. A canal around Niagara Falls instead of being then an aid in defence of the "northern and northwestern lakes," would need an army for its protection alone. Thus protected it would practically in no sense be better for military use than the two canals of New-York adapted to such use.

The comparisons here indicated, and only indicated, are made in no unfriendly spirit to any work of internal improvement which the necessities of peace or war may require. They arise necessarily and naturally out of the actual facts, given significance by actual experience. In their clear comprehension can the West hesitate as to which line it should aid with its vast influence; as to which line would most practically meet the necessities which are upon it now; as to which will most aid its great laboring and producing classes; as to which, in short, will afford it the cheapest and most expeditious route for its trade, and which, in the shortest time, would give that commercial relief which it has a right to demand and ought to receive.

Having investigated impartially, and as briefly as their magnitude and complex character would admit, the main subjects committed to me for inquiry, including the permanent and essential characteristics of our trade and commercial relations with the British-American Provinces, and the various sources whence, collected together on the great lakes, already issues forth a volume of agricultural productions far exceeding in bulk and value those yielded by any other nation, and yet a mere streamlet in comparison with the vast river it will become in the not far distant future, and having seen the value and importance of the channels of transportation within our own territory for our own inland trade, in comparison with those existing or intended to be made within the limits of a rival border nation for the same object, I trust it will not be regarded as transcending the tenor of my duties if I indulge the hope that the facts and figures presented will be received as additional evidence of the material benefits the nation in all its parts receives from uninterrupted freedom of exchange and transit through every State, and the necessity of duly improving those natural facilities, by which such advantages will be offered alike to producer and consumer as will retain their trade within the United States, strengthening that community of interest by which national sentiment and the spirit of fraternity are perpetuated. The interests of men of every pursuit and the growth of our national revenue will be promoted by such means of intercourse as cheapen the necessaries of life to the consumer while they increase the price paid to the producer.

Were we in the condition of the European nations, with separate custom-houses and cordons of eager officials to check trade by levying duties or requiring compliance with commercial restrictions at the boundaries of every State, the West would have remained uncultivated, and the progress of the nation could have been impeded to an extent scarcely imaginable under the happier condition of the present time.

The more fairly and comprehensively inquiries are made as to the reciprocal commercial relations of the West and the East, the more clearly will the benefits those great divisions of the country mutually confer on each other be shown, and the more readily must the value of the channels of trade within our own country be appreciated. Such considerations cannot but aid in the progress made toward the full and practical recognition of what should be a fundamental axiom of national union, springing from the very spirit of the Constitution—that each State can, and can only, serve its own interest while promoting the interests of the others by facilitating the means of transit through it. No State should, nor can it in Constitutional spirit, exact any tribute from another as a consequence of any geographical position. Each can and should be content, and more than content, with those advantages which necessarily follow when, after repayment of its own expenditures, the channels of trade naturally belonging to it, or which its own enterprise has created, flow through its territory. Thus mutually aiding and supporting each other, the banded States, strengthened in their union by the omnipotent laws of trade, will stand leagued as a nation for all future time.

ISRAEL T. HATCH.

NOTE.—*Table of distances.*—It should be stated, in explanation, that Port Colborne, in Canada, on Lake Erie, is the entrance to the Welland Canal and the St. Lawrence Canals. Buffalo, in the United States, is the entrance to the Erie Canal and Hudson River to our seaboard. All Western commerce stands in precisely the same relative position to these two important points. The proposed Niagara Ship Canal is on the American side, and parallel to the Welland Canal; and if constructed, and of any commercial utility, must form the American link in the chain of St. Lawrence canals through Canada.

Distance from Port Colborne to Montreal.....	500 miles
Distance from Montreal, through River and Gulf of Valencia, on the Atlantic, to track of commerce..............	1,000 miles
Distance from Port Colborne, *via* St. Lawrence Canals, to Boston..............	2,500 miles
Distance from Port Colborne, *via* St. Lawrence Canals, to New-York..............	3,000 miles
Distance from Buffalo, *via* Erie Canal and Hudson River, to our seaboard..............	500 miles

The Montreal trade report of 1866 states the distance from Montreal to Liverpool at 2,740 miles: from New-York to Liverpool 2,980 miles.

Peter Cooper on City Government.

NEW-YORK, Monday, Feb. 11, 1867.

Gov. Fenton:

DEAR SIR: I beg leave to invite your attention to a few suggestions I wish to lay before you as the Executive of our great Empire State. The time has come in the history of our country when broader, deeper and more comprehensive views should obtain in the enacting of laws for our government, intended to secure the greatest amount of good to the people. Our laws should tend to develop our resources and promote our highest welfare and happiness. Our past history has been fruitful of hasty, ill-advised and interested legislation that now mars our statute-books and blights much of the fruit of honest labor. Your administration having been characterized by a careful desire to promote the substantial welfare of the people, I feel in approaching you I am drawing near to a friend of wise and righteous Government. The sad condition of the local affairs of this City causes the deepest solicitude for the future. I have been for over fifty years more or less identified with its history, and have observed with deep sorrow the steady decline that has characterized its government, both in honesty and ability. As a Democrat that has always believed that governments should promote the greatest good of the greatest number, I am still in my old age as much in favor of self-government as any man can be, and would deprive no man of a single blessing flowing from liberty; but our City Government has become so corrupt, our elections have become such a farce, whereby the ignorant, vicious and dishonest are enabled to obtain and securely hold in their sole keeping the great moral, social and financial interests of our whole people, that we must, as practical men, recognize these facts, act upon them, and shape our course accordingly. The radical change proposed in our public school system should be carefully weighed by the freinds of this measure.

The faults complained of in the present system may be remedied by care and watchfulness on the part of the people. Speaking simply for myself—after having served as a Commissioner and Trustee for twenty-five years—I must say that I am not prepared to advocate or sanction at this time the change proposed. So important is this subject, and so careful should we be to take no false step in the premises, that I would advise the appointment of five eminently qualified citizens to thoroughly examine, without fee or pecuniary reward, our whole system of public instruction, and report the result, with an opinion, to the Governor and Legislature. There will always be found men in every community who will gladly perform the duties of School Commissioners and Trustees for the pleasure of doing good to those less fortunate than themselves. It is for the want of some such useful and honorable employment that thousands spend their time and fortunes in foreign countries, following, as the poet says, the "straw like trifles on life's common stream." They forget that "time used was deemed a blessing, wasted a pain; that man might feel his error if unseen, and feeling, fly to labor for his cure." They forget that "the man who consecrates his hours by vigorous efforts and an honest aim, at once draws the sting of life and death, and walks with Nature, and her paths are peace." I would respectfully call the attention of your Excellency to the two important measures introduced into the Legislature under the auspices of the Citizens' Association. I mean the bills proposing to create a Board of Wharves and Piers for the Cities of New-York and Brooklyn, and a Board of Public Works for the Counties of New-York and Westchester. I have no hesitation in saying that if these two measures should become laws, they would be very beneficial in their results, and would do much to secure for our City an economical and efficient local Government; and by the appointment of honest, intelligent, experienced and energetic citizens to the chief positions thereby created, your Excellency would obtain an additional claim to the good wishes of our people, and would receive that measure of reward always attendant upon those pioneers in reform who act for the public good alone.

It is unnecessary for me to endeavor to impress upon your Excellency the necessity of the interposition of the sovereign power of the State to protect and enlarge the commercial facilities of this City. You are too well informed of the extent of our commerce, and how intimate are the connections between the whole State, and, I may say, the whole country, and this metropolis, to need the suggestion that it is the highest duty of the people, in Legislature assembled, to see to it that suitable, ample and safe accommodations are provided for the thousands of vessels that annually visit this port, and contribute so much to our prosperity. Three-quarters of the foreign trade of our country passes over the wooden structures fringing this City, called, by extreme courtesy, wharves and piers.

Your Excellency is no doubt aware, as well from other sources as from the report of the Senate Committee that sat in this City last Fall and made so thorough an analysis of the whole subject, that our wharves and piers as now constructed and managed are not only an obstacle in the way of the increase of our commerce, but are an actual disgrace and dishonor as well to the State as to the City.

As one result of this criminal inactivity on all sides, independent of the injury done to commerce, the City receives from this valuable property the mere pittance of about $279,000 gross revenue per year, paying at the same time about $170,000 per annum to keep the wharves and piers in a stand-up condition so as not to float away with the tide. If the present condition of things is allowed to continue, the sails that now whiten our waters will seek accommodation in other ports to the permanent injury of the State and City.

I have read with great care the bill proposing to create a Commission to take charge of our wharves and piers, and from its scope and comprehensiveness, as well as from its details of operation, I am free to say, that it takes a strong grasp upon the whole subject, and deals with it as its great importance demands.

The bill harmonizes not only with my best judgment in the premises, but also with those ideas which a long and active business experience has suggested to me. Having the interests of this my native City ever at heart, and desiring it to assume the position of the first commercial city in the world, a position to which its elegible situation entitles it, and believing that this measure would do much toward this end, I should rejoice to see it become a law. I would also say to your Excellency that, as a citizen having a common interest at stake in this City, I feel exceedingly anxious that the construction and care of our public works should be confided to a Board such as is proposed in the bill of the Citizens' Association. Every intelligent Government will always perform all important executive work through commissions, bureaus or departments, where all experience gained should be treasured up for future use. Every large community that attempts to carry on the executive business of government without *well-defined, distinctive departments must waste the substance of their people, and finally, if the attempt be continued, it must end in anarchy and ruin.*

I have given this measure, also, a careful examination, I may say a thorough analysis; and the more I dwell upon the subject, bringing to my more or less personal familiarity with the subject matter of the bill, the acquisition of half a century, the more I feel, the more I am convinced that a Board of Public Works such as is proposed would do much to diminish the expenses of our City and to decrease taxation, by introducing order, economy, efficiency, comprehensiveness and unity into our system of public works. These advantages cannot be attained by bodies that are undergoing constant changes of plans and purposes, and by men who are so entirely dependent upon the fluctuations of politics. The whole scope of the bill is to aggregate into one Board those public duties which are either identical or akin, instead of dividing power and responsibility among several independent bodies, all performing work of one general kind. The bill makes ample provision for insuring fidelity among the officers of the Board, and holds all up to a strict and rigid accountability to the law. It does not propose to interfere with the powers of the Board of Police Commissioners, the Board of Health, the Board of Commissioners of Central Park, the Board of Education, the Board of Commissioners of Charities and Corrections, and the Board of Fire Commissioners. I think, if it should become a law, we would be released from the endless expense of the present system of constructing public works, and our resources would not be frittered away, as now, upon the undoing by one Board or Department of the work done by another.

As regards Commissions in general, I should confine their duties to Executive business only. They should not be entirely independent. A vote of censure of the Common Council should necessitate an immediate investigation by the Governor of the State.

Hoping that you will lend these two important measures all the aid and coöperation in your power, consistent with your position, and with my best wishes that you may long live to be useful to our State and City, I subscribe myself, yours truly,

PETER COOPER.

LAW REPORTS.

Court Calendars this Day.

SUPREME COURT—GENERAL TERM.

Adjourned to Feb. 18, at 10 o'clock A. M.

SUPREME COURT—CIRCUIT.

Part I.—Oyer and Terminer—Held by Ingraham J.—Court opens at 10 o'clock A. M.

The Civil Calendar will not be called in this branch of the Circuit until the further orders of the Court. The Oyer and Terminer will be in session during the entire month.

Part II.—Held by Clerke, J., in the Court-house—Court open at 10 o'clock A. M.

Nos.	Nos.
1332—Leffingwell vs. Crocker.	1448—Bailey vs. Ferris, Executor.
1262—Goddard vs. Mallory.	1450—Colt vs. Giebel.
1398—Kennedy vs. Ruckman.	1452—Hope vs. Leland et al.
1404—Hayman vs. McEvoy.	1454—Darling vs. Miller.
1426—McIntyre vs. House.	1456—Kersham vs. Ledan.
1434—Bennett vs. Marks.	1458—Henry vs. Stansbury.
1438—Osgood vs. Rowe.	1460—Burkhardt vs. Barry.
1442—Blake vs. The Whipple Fire Mnf. Co.	1462—The Central Nat. Bk. vs. Nat. Bank Commonwealth.
1444—Mayer vs. Williams.	850—Walker vs. Long Island Railroad Co.
1446—Walker vs. The Security Pet. Co.	1464—Lennox vs. Quigley.

Part III.—Held by E. D. Smith, J., at No. 73 Duane-street—Court opens at 10 o'clock A. M.

Nos.	Nos.
938—Hallgarten et al. vs. Lane.	2754—Sackett vs. Whitney.
282—Banks vs. Baldwin et al	387—Freeman vs. Second-av. R. R. Co.
1068—Post vs. Seaman.	247—Snedicker vs. Lynch, Sheriff.
625—Gilbride vs. Hughes.	653—Christie vs. Haskell.
890—Fitzpatrick vs. Kelly, Sheriff.	972—Schwartz vs. Clancy.
1148—De Witt vs. Sullivan.	245—Rosenthal vs. Lynch.
156—Hora vs. Jackson.	889—Sherwood vs. Lane.
399—Thiele vs. Bernheimer, et al.	925—Donahue vs. C. P. N. and Erie RR. Co.
1168—Wilcox vs. Turley.	1061—Hurley vs. McClelland.
435—Walsh, Adm'x vs. Goodwin.	
685—Schenck vs. Bell et al.	

SUPREME COURT—SPECIAL TERM.

Held by Sutherland, J., at No. 73 Duane-street—Court opens at 10 o'clock A. M.

Demurrer.

No.

14—Haviland vs. The Mayor, &c.

Issues of Law and Fact.

Nos.	Nos.
172—Green vs. Stewart.	152—Byrnes vs. Loughran.
177—Marcon vs. Lloyd.	195—Hilton vs. Niles.
184—Lavalette vs. Bristol.	198—Smith vs. Thomas.
119—Moore vs. Pine.	209—Monaghan vs. Vincent.
127—Williams vs. Williams.	201—Tweton vs. Tweton.
128—Same vs. Lyles, Jr.	204—Tued vs. The Royal Ins. Co. of Liverpool.
189—Hughes et al. vs. Kendall.	122—Hendricks vs. Stark.
191—Sauer vs. Wright.	154—Work vs. Ellis et al.
193—Whitney vs. Townsend.	155—Same vs. Same.
195—McNamara vs. Brown.	

SUPREME COURT—CHAMBERS.

Held by Leonard, J.—Court opens at 10 o'clock A. M.—Call of the Calendar at 12 o'clock M.

Reserved Causes.

Nos.	Nos.
40—Ware vs. Whitehouse.	121—Overman vs. Jenkins.
54—Halshe vs. Merritt.	122—Stevens vs. The U. Co. L. Co.
79—Moore vs. H. R. R. R. Co.	123—Faulke vs. Tapscott.
83—Cose vs. Wooster Sherman's Bank.	124—Gerom vs. Bertine.
84—Blanchard vs. Sherman	130—Beade vs. Sedley.
89—Bowman vs. Mahoney.	131—Owens vs. Hoyt.
94—Silsby vs. Silsby.	132—Burrows vs. Hillyer.
100—Lighthall vs. Corest.	133—Patterson vs. Bergen.
111—Cutter vs. Watkins.	140—Kerr vs. Canovan.
117—Ward vs. Conine.	141—White vs. The American Bank NoteCo. et al.
120—White vs. Morcutten.	

The call begins at No. 142

SUPERIOR COURT—TRIAL TERM.

Part I.—Held by Barbour, J.

Adjourned to Monday next at 10 o'clock A. M.

Part II.—Held by Robertson, J.—Court opens at 11 o'clock A. M.

Nos.	Nos.
2558—Deane vs. Rider.	1680—Rosenthal vs. Searle.
2526—Taylor vs. Ketchum et al.	2406—Leran vs. Woodbury.
1964—Goodridge et al. vs. The National Fire Ins. Co.	3008—McDonegal vs. Van Sanck.
2998—Bertram vs. Lang et al.	1706—Reis vs. Bailson.
2984—Walsh vs. Bensen et al.	3112—Robbins vs. Dewey.
3096—Badger vs. Simpson.	3114—Steinberg vs. Fitzgerald.
3110—Johnson vs. Huber.	3116—Haffman vs. Devlin.
2632—Gonzales vs. New-York and Harlem Railroad Co.	

COURT OF COMMON PLEAS.

Part I.—Held by Brady, J.—Court opens at 11 o'clock, A. M.

Nos.	Nos.
239—McStea vs. Brander, &c.	600—Cummings vs. Schuitz.
484—Lewenthal vs. Kraus.	

Part II.—Held by Cardozo, J.—Court opens at 11 o'clock A. M.

Nos.	Nos.
519—Morange vs. The Mayor, &c.	553—Cummings vs. Lilburn.
524—Flanery vs. Wilson.	544—Frinks vs. Lawyer.
525—Larkin vs. The Same.	559—Ogier vs. Waterson.
518—McGuire vs. Belden.	560—Abrahams vs. The Mayor.
356—McNiell vs. Rogers.	561—Smith vs. Mendlesohn.
457—Byrne vs. Borrow.	604—Wood vs. Smuck.
421—McIlvaine vs. Penfield.	605—Wilmert vs. Frederici.
543—Lord vs. Greige.	

MARINE COURT—TRIAL TERM.

Held by Alker, J.—Calendar called at 10 o'clock A. M.

Nos.	Nos.
96—Uhl vs. Franklin.	119—McAllister vs. Caro.
100—Taylor vs. Newman.	120—Neill vs. Lervine.
106—Bolte vs. Cohen.	121—Gibbons vs. Schonfield.
107—Van Hosen vs. Stults.	122—Sinclair vs. Eirs.
—Oberlander vs. Smith.	123—Omelia vs. Louis.
—Jones vs. Looram.	124—Porath vs. Nitz.
114—McDermott vs. Cusick.	125—Dolan vs. O'Brien.
116—Bires vs. Fleming.	126—Nicol vs. Smith.
117—Clark vs. Alexander.	127—Thomas vs. Hunteman.
118—Hofferleith vs. Schoefer	128—Stern vs. Hecht.

Gold and Legal Tenders—What is a Sufficient Demand?—The Difference Between Dealing with a Bank President and Dealing with the Bank.

COMMON PLEAS—TRIAL TERM—FEB. 13.

Before Judge Cardozo and a Jury.

William Poppe vs. The Marine Bank.—The nature of this action was quite fully reported in the TIMES of the 13th inst. In some of its aspects it is regarded as an important case, involving as it does some nice questions of law. In order that our readers may understand more fully the points, we give below the charge of the Court to the Jury after the conclusion of the evidence yesterday:

THE CHARGE.

The plaintiff alleges that on the 26th September, 1863, the Marine Bank loaned to him $5,000 in gold, and that he deposited with the Bank $7,500 in greenbacks to secure its return. He says that at intervals, upon request of defendants, he made further deposits of greenbacks as gold advanced, until he had deposited with defendants $10,000 as security for the loan. He claims that subsequently, and on or about the 8th of May, 1865, he tendered $5,000 in gold to the defendants, and demanded payment of the amount he had pledged as security, viz.: $10,000, less the interest on the gold loan. That the tender was refused and payment of his claim declined, and upon that statement he seeks to recover the amount of his deposit.

The defendants meet this by a denial. They insist that the transaction which the plaintiff has narrated never occurred between him and the Bank, but that whatever its character, it was a private individual transaction of Mr. Fish, the President of the Bank, made on his own account, and with which the Bank had nothing to do. This presents the first question for your decision. Was this a transaction between the plaintiff and the Bank, or between the plaintiff and Mr. Fish individually? If you conclude that it was the latter, your duty will then end and your verdict will be for the defendant; because the plaintiff has in that event sued the wrong party. It belongs to you to say upon the facts and circumstances proven between whom the transaction occurred. The plaintiff claims that his application was made to the bank, at its banking-house, in the ordinary way dealing with Mr. Fish as President, and that he never was advised, but that it was a loan made by the bank. Mr. Fish does not say that he told Mr. Poppe that the loan was to be made by him, Fish, individually, but he claims that Mr. Poppe knew it, and he points to the manner in which the checks were drawn as evidence of the fact, insisting that Mr. Poppe understood when the transaction was with the bank that it was usual that checks be drawn either to the order of the bank or of one of its officers by his official designation. The drawing of checks to the order of Mr. Fish or Mr. Delamater, without any addition of title or office, does not necessarily establish that the transaction was not with the bank. The manner in which the checks were drawn—the letters which were written, some by Mr. Fish, in which he speaks in the first person, some by the Cashier, (in one of which he asks payment to the bank,) are all circumstances for your consideration bearing upon the question whether this dealing was with the bank. You will review all the evidence and say how that was. If you decide that it was not then as I have said your verdict will be for the defendant. If you think the transaction was one entered into by the bank through its President, then other questions will arise for your decision. The loan of gold was made without any time being designated for its return. The law in such cases makes it payable on demand, and until the defendants by demand have put the plaintiff in default, the plaintiff will have a right to make a tender of the gold and ask a return of the security. The question then arises here, was any demand made on behalf of the defendants? It is claimed that a demand was made on the 27th of September, 1864, and that the plaintiff having made default, the gold was bought in on the 29th at $10,050 25. Now, although the demand and this purchase were in the name of Mr. Fish, yet it will be for you to say, if you find the loan was made by the bank, whether this demand and purchase were not also on behalf of the bank although in Mr. Fish's name. If they were I do not think their being in his (Fish's) name of any importance. If they were made by him for the benefit of the bank, which it will be for you to say upon a review of all the whole transaction, they would be just as serviceable to it as if made in the name of the bank as in his name, with his official title appended. But it is claimed by the plaintiff that the notice to pay served, or demand made on Sept. 27, 1864, was waived. No question has been raised as to whether the demand was good at all, not having been personally made, but it is claimed that when Mr. Poppe's clerk called upon the bank, and informed the President that Mr. Poppe was ill, the President said they would wait until he recovered. This is denied by the President, and it presents a question of fact for you. If what the clerk of Poppe testified to occurred, then the demand was waived, and the bank could not proceed until another demand was made; and having done so without another demand, the plaintiff's rights would not be affected. If you find, therefore, on this branch of the case, that the demand was made on behalf of the defendants and that it was not waived, then your verdict will be in their favor; but if you decide that the demand was not made on behalf of defendants, or that it was waived, then the plaintiff will be entitled to recover, because there is no conflict of evidence as to the tender made by him, and I charge you that upon the absolute refusal of defendants there was no necessity of any tender, and that, at all events, the one made not being specifically objected to was sufficient. If you find for plaintiff, you will ascertain the amount he should recover by this rule. From the evidence you will ascertain (it being testified that gold at that time was from 37 to 38 per cent. premium) the value of the $5,000 gold on the 8th of May, 1865, when the tender was made; you will add interest to that amount from that day to this, and deduct that sum from $10,000 and interest from May 8, 1865, to this day, and your verdict will be for the difference.

The Jury, after a brief consultation, returned a verdict of $3,493 for the plaintiff.

Mr. B. Roelker for the plaintiff; for defendants, Mr. Bradley and Mr. Woodruff.

The Finkle Will Case Ended.

SURROGATE'S COURT—FEB. 13.

Before Gideon J. Tucker.

The case of the contested will of Milton Finkle, already referred to in our columns, and which has occupied the attention of the Court for some days past, came to an abrupt termination yesterday, by a settlement between the parties in open Court. The proponent, who was executrix, claimed under the will. She is the widow of the late M. Finkle, formerly of Finkle & Lyon, sewing machine manufacturers. The most of his large estate was left to her. The will was contested by the parents and some other relatives of the deceased, on the ground of undue influence, and also that the testator was not of sound mind and memory at the time. It is stated that a satisfactory division of the property has been made, and the will admitted to probate, without further opposition.

Indictment against John Kane for Murder.

COURT OF OYER AND TERMINER.

Before Justice Ingraham.

John Kane, who was indicted for arson at the last term of the General Sessions, was arraigned yesterday on the charge of murder, when he pleaded not guilty, through his counsel, Mr. James T. Brady.

THE INDICTMENT.

The following is the indictment of the Grand Jury of the Oyer and Terminer against Kane:

State of New-York, City and County of New-York, ss.—The Jurors of the People of the State of New-York, in and for the body of the City and County of New-York, upon their oath, present:

That John Kane, late of the Twenty-first Ward, on the 12th of December, 1866 with force and arms in and upon one Mary Sanford, in the peace of the People of the State then and there being, did wilfully, feloniously and of his malice aforethought make an assault. And that the said John Kane then and there feloniously, wilfully, and of his malice aforethought did, in the night time of the day aforesaid, set fire to and burn a certain dwelling-house of one David S. Sanford, there situate, whilst the said Mary Sanford was within said dwelling-house, as he, the said John Kane, well knew; and that by reason and means of the firing and burning of the said dwelling-house in the night time by the said John Kane, Mary Sanford was by flames and smoke bewildered and rendered unable to escape from, and in bodily safety to voluntarily leave, said dwelling-house, but was by the flames and heat mortally burned upon her face, head, chest, arms and legs, and mortally suffocated, choked and strangled, and of which said mortal burning, suffocation, choking and strangling, she, from the 12th day of December until the 17th of December, became greatly and mortally distempered in her body and mind, and under said distempered state did mortally languish, and mortally languishing died. And so the jurors aforesaid upon their oath aforesaid do say, that the said John Kane, her the said Mary Sanford, in the manner and form, and by the means aforesaid, wilfully, feloniously, and of his malice aforethought did kill and murder, and while he was so as aforesaid then and there wilfully engaged in the perpetration of a crime and felony, to wit—of arson in the first degree, against the form of the statute in such case made and provided, and against the peace of the people of the State of New-York and their dignity.

A. OAKEY HALL, District-Attorney.

The case was set down for trial for next Wednesday, unless the Court can reach it sooner.

BURGLARY.

Daniel Sullivan and Charles Craigie, indicted for burglary in the third degree, were tried and convicted. On the night of the 19th of January they entered the carpet-weaving manufactory of Eugene Murphy, No. 249 Greenwich-street, and stole strips of flannel of the value of $25. They subsequently sold it to Conrad Petrea. Sullivan was convicted of burglary and sentenced to the State Prison for two years and two months, and Craigie was convicted of petit larceny and sent to the Penitentiary for three months.

Mr. Gunning S. Bedford, Jr., Assistant District-Attorney, for the people.

The following is the

CALENDAR FOR TO-DAY.

James Devine—perjury.

Court of General Sessions.

Before Judge Russel.

Thomas Farrell pleaded guilty of grand larceny. He stole a number of prommissory notes, amounting in all to $553 62, from Robert Baldridge, of No. 189 West Forty-third-street, on the 28th of January. The notes were subsequently found in his possession. He was sentenced to the State Prison for three years.

FORGERY CASES.

Frederick Bunkman pleaded guilty to forgery in the fourth degree. On the 8th of January he presented a check on the American Exchange National Bank for the sum of $250, to the order of [illegible], and signed "F. L. Jeanson," to Mr. Theodore W. Pinckney, paying teller of the Bank. The signature was at once discovered to be a forgery, and the prisoner was arrested. He was sent to the State Prison for two years.

Henry Simpson pleaded guilty to forgery in the first degree, having on the 29th of December last, appeared at the Market National Bank and presented a check for $450, purporting to have been signed by Board & Berry. The paying teller, Mr. James Stevens, detected the forgery and had the prisoner arrested. He was sent to the State prison for two years.

Arthur Simmes pleaded guilty of forgery in the fourth degree, having delivered to Mr. Freeman B. Bird, of No. 10 Washington Market, a note purporting to be from Uriah Seely, asking for the loan of $4. The sum was paid. The prisoner was sent to the City Prison for thirty days.

STEALING CLOTHING.

Hattie Howard pleaded guilty of an attempt at grand larceny. She stole from Nettie Beers, of No. 189 Greene-street, on the 29th of January, articles of clothing of the value of $66, which were subsequently found in her possession. She was sent to the Penitentiary for one year.

BREACH OF CONFIDENCE.

Henry Babeuf, indicted for grand larceny of money, was tried and convicted. On the 31st of October he, having the entree to the room occupied by Annie Simms, No. 136 Eighth-avenue, picked up from the bed a pocketbook containing $28, which he converted to his own use. He was remanded for sentence.

FALSE PRETENCES.

George M. Hyatt pleaded guilty to obtaining goods by false pretences. He went to the store of Hastings & Seymour, No. 40 John-street, on the 28th of November, and presented an order for two reams of paper of the value of $18 40; the order purporting to be from the house of A. T. Butler & Sons. Sentence was suspended and the prisoner discharged.

Mr. Robert C. Hutchings, Assistant District-Attorney, for the people. The following is the calendar for to-day:

The People *vs.* James Hart, grand larceny.
The People *vs.* Charles Trask, grand larceny.
The People *vs.* Charles M. Davis, grand larceny.
The People *vs.* Charles E. Hart, burglary, second degree, and grand larceny.
The People *vs.* Charles B. Manuel, homicide.
The People *vs.* Thomas Cook, homicide.
The People *vs.* Felix O'Byrne, false pretences.
The People *vs.* Wm. P. Verder, false pretences.

Decisions.

SUPERIOR COURT—SPECIAL TERM—FEB. 13.

By Justice Jones.

Chas. A. Fairchild, &c., *vs.* John H. Valentine et al.; motion to amend complaint granted. George Faulkner *vs.* F. Suydam et al.; motion granted. August Sieberg *vs.* John W. Miller; motion granted without costs. Oakey Beach *vs.* James S. Boardman et al.; motion denied with $10 costs. Thomas McCarthy *vs.* W. C. Berry; order granted. Draper *vs.* Joseph Stouvenal; motion granted.

SUPREME COURT—CHAMBERS—FEB. 13.

By Justice Leonard.

Mary L. Williamson *vs.* Cassius J. Williamson; report of Referee confirmed and judgment of divorce granted. James Broadhead *vs.* S. Ten Eyck et al.; the delay has been so great that the relief ought not to be granted, especially as judgment has been taken without objection; motion denied. Francis Clementson *vs.* Wm. H. Wilson et al.; the defendants will not lose the counter claim if the inquest be allowed to stand; motion denied, with $10 costs of opposing. Nicholas J. Demarest et al. *vs.* Chas. Clark; judgment ordered on the report of the Referee.

SUPREME COURT—SPECIAL TERM—FEB. 13.

By Justice Sutherland.

Richard M. Cuyler *vs.* Peter B. Amory; judgment for the plaintiff on the demurrer with costs, with leave for the defendant to answer in twenty days on payment of costs of demurrer.

MONETARY AFFAIRS.

Sales at the Stock Exchange—FEB. 13, 1867.

$50,000	U. S. 6s, '67..R.	134	100	Mar. Pref.........	22¼
20,000	U. S. 6s, '81....R	109	100	do......2d call	22½
35,000	U. S. 6s, '81...C.	109	200	Wilkesbarre Coal...	41
3,000	U.S.6s.5-20s.C.'62	109¼	700	Canton Co.........	47½
28,500	U.S.6s.5-20s.C..'64	107⅜	300	do............	47⅝
15,000	do.........	107	200	do......2d call	47⅜
2,000	U.S.6s.5-20s.R.'65		200	Amer. Coal.........	60
	New.........	105½	150	Pac. M. S. Co.....	158½
7,500	U.S.6s.5-20s.C.'65		175	do............	159
	New Issue......	105⅜	100	N.Y. Cen.........	101¾
10,000	U.S.5s.10-40s..C.	101½	100	do.....2d call	101⅞
3,000	Tr. Notes, 7 3-10s,		300	Erie R...........	59⅞
	First Ser.......	105⅝	200	do............	59⅞
100,000	do.	105⅝	200	do.	59⅝
5,000	do S. Ser..Sm	105¼	400	do......2d call	59⅝
25,000	do........	105⅝	34	N.Y. & N. H......	116½
1,000	do.........	105½	30	Reading R	105
62,000	do.....3d Ser.	105½	200	do............	105¼
5,000	Tenn. 6s.....x-c	66½	100	do......2d call	105¼
2,000	Mo. St. 6s........	92½	10	Mich. Cen. R.......	109
33,000	do...........	92¾	300	M. S. & N. I.......	74⅝
5,000	do..........	93	100	do............	75
10,000	N. Y. St. 6s, '75..	100	200	do......2d call	74⅝
5,000	N. Car. 6s.....x-c	53½	100	do............	75
4,000	Erie 3d M........	101½	500	Clev. & Pitts R....	85
3,000	To.&W.1st M.Ex	90	500	Chic. & N. W......	38½
3,000	Tol.&Wab.2d M.	77½	100	Chic. & N. W. P...	69½
2,000	Chic.&R.I.1stM	100	1000	do............	69⅝
1,000	N. J. Cen.1st.....	100	100	Clev. & Tol.........	120
1,500	Mar. & C. 1st M.		200	Chic. & R. I.......	99⅝
	ex. int.........	82	300	do............	99⅝
13,000	C.&R.I.&P.R.7s	91	2[illegible]	do......2d call	99⅝
1,000	P..Ft.W.&C.2d..	94	300	do............	99⅝
5,000	L. Dock Bds....	98	300	P., F.W. & C......	98⅝
5	Bank of Commerce.	113	600	Chic. & Alt........	115
22	Cen. N. Bank......	109½	200	Alt. & T. H.......	34
10	Bk. of Comm'th....	105½	100	Mil. & St. P. Pr....	60½
8	Amer. Ex. Co......	64			

SECOND BOARD.

$2,500	U.S.6s.5-20s.C.'64	107⅜	1300	Erie R.............	58⅞
35,000	U.S.6s.5-20s.C.'65.	107⅜	500	do.............	58⅜
13,000	U.S.6s.5-20s.C.'65	107½	270	do.............	58⅞
15,000	Tr. Notes.7 3-10s.		300	do.............	58⅝
	First Ser.........	105⅝	200	do.............	58⅝
8,000	do.....2d Ser.	105⅜	400	Reading R........	104⅞
15,000	do.....3d Ser.	105½	100	do...........b3	105
3,000	Missouri 6s......	93	200	do.............	104⅞
50,000	Tenn. St. 6s, new	65¾	800	M. S. & N. I.......	74½
50,000	Ohio & M. C....	25⅝	100	do.............	74⅜
40,000	do...........	26	400	do.............	74¼
100	Quicksilver........	41⅝	200	Chic. & Alton.....	115⅜
100	do.........b30	41⅞	100	Ill. Central R......	115⅜
100	Boston W. P......	27⅜	100	do.............	115⅝
100	do.........b30	27⅝	600	Clev. & Pitts......	84½
50	Pac. M. St. Co.....	157	200	Chic. & N. W......	38⅜
100	Canton Co........	47⅜	500	do.............	38¼
200	At. M. S. S. Co....	103	700	do.............	38⅜
75	Del. & Hud. C.....	147	100	do..........b30	38¼
100	Adams Ex. Co.....	65½	200	Chi. & N.W.P......	68⅝
20	N. Y. Cen..........	102	100	do.............	68⅝
100	do.............	101¾	50	Clev. & Tol. R......	121
100	do.............	101⅝	15	Chic. & R. I........	99½
1500	do.............	101½	800	do.............	99
700	P., Ft.W.& C.......	98	50	do.............	99½
200	Mil. & St. P. P....	60½	100	Tol., Wab. & W....	41½
100	do.............	60¼	225	Wells&Fargo's Ex.	67

OPEN BOARD—10 A. M.

100	Canton Co.........	48	400	M. S. & N. I.......	75½
100	Con. Greg. Gold..	12½	800	do.............	75
100	N. Y. Central....s3	101⅝	200	do...........c	75
1600	Erie R	59⅝	200	do..........b5	75
500	do.........c	59⅝	100	Chi. R. I. & P.....	99⅝
800	do.........b3	59⅝	100	do..........s3	99½
100	do.........b5	59⅝	800	Chi. & N. W.......	38½
200	do........s10	59⅜	300	do..........s3	38½
200	do........b10	59⅝	600	Chi. & N. W. Pr....	69⅜
500	West. U. Tel......	45	500	do.........s60	69½
800	do............	44⅝	400	do..........s3	69½
100	P., F. W. & C......	98⅜			

OPEN BOARD—1 P. M.

100	West. U. Tel......	44½	200	Cleve. & Pitts......	84⅞
100	do............	44⅝	100	Chi., R. I. & P.....	99⅝
400	Chic.& N. W. Pf.b3	69½	500	Chi. & N. W......b3	38⅝
200	do............	69½	200	do.............	38⅜
200	do..........b5	69½	200	Erie Railroad.....c	59⅝
500	do............	69½	600	do.............	59⅝
200	do.........b30	69⅝	200	do..........b3	59⅝
100	P., F. W. & C....b5	98½	600	Reading R.........	105⅛
100	Mich. S. & N. I....	7[illegible]	200	do..........b3	105⅝
300	do............	7[illegible]	500	do..........s3	106
100	do..........s3	74⅜	100	do.........b15	105½
100	do..........b3	74⅝			

OPEN BOARD—3½ P. M.

600	N. Y. Cen..........	101½	500	Chic. & N. W......	38
200	do............	101⅝	400	do.........s[illegible]	37⅞
300	do..........s3	101½	200	do.........b[illegible]	38
1800	Erie Railroad.....	58½	500	C. & N. W. Pr.....	68½
200	do.........b10	58½	200	do.............	68⅝
2800	do............	58⅜	800	do.............	68¼
800	do..........s3	58⅜	800	do.........s60	68
900	do............	58½	400	do..........b3	68½
600	do..........b3	58⅜	100	do.........b10	68⅝
1100	do............	58⅛	800	do.............	68½
500	do..........b3	58½	200	do..........b5	68¼
400	do.........b10	58¼	100	do..........b4	68½
600	do..........s3	58⅜	100	P., F. W. & C......	97⅞
400	do..........s3	58	1800	M. So. & N. I......	73⅜
300	Ill. Cen. R.........	115	400	do..........b3	73⅜
200	Clev. & Pitts.....s3	84	800	do.............	73⅜
200	Chic., R. I. & P.....	98½	200	do..........s3	73⅜
400	do............	98¼	200	do..........b5	73⅜
600	do............	98⅜	300	Reading R.........	104⅝
200	do..........b3	98⅜	200	do..........s3	104½

WEDNESDAY, Feb. 13—P. M.

The sales of Gold to-day are scarcely up to the advance made at a late hour in yesterday's business. The price opened at 137¼ ⅌ cent., and soon fell off to 137@136¾ ⅌ cent. After the Boston steamer mail of last night, there is nothing as in Foreign Exchange, standard bills, to establish a quotation for the steamers of Saturday. London is steady at 108¾@108⅞ ⅌ cent. for sixty days' and 109¼@109 ⅌ cent. for short sight. The Customs demand for Gold this week is active. The Cash Gold, however, is not scarce on the Street, and where the Importers prefer borrowing to buying at the going price, they have no difficulty in doing so.

In the Money market there is no particular movement to-day except in the increased employment of balances in Banks and with private lenders in the purchase of the Public Funds. There is another general advance of ⅛@¼ ⅌ cent. in all descriptions of the Gold bearing Stocks and Treasury paper of the Government. 5-20s of 1862 are 109¼ ⅌ cent., and the First Series of 7-30s 105⅝ ⅌ cent. this afternoon. The Consolidated 5-20s are 105⅛ ⅌ cent. The Brokers are not borrowing much Money to carry other Stocks. They make up their wants in this way at about 6 ⅌ cent. The dullness of the Stock Exchange to-day has made a very quiet and almost nominal demand for Money.

The Railway market reversed the apparently cheerful demand of last night, and after a dull forenoon there was quite a general decline late in the day, led by Erie Common shares, which, from 60¼ ⅌ cent. last night, fell off to 58⅛ @½ ⅌ cent. The other New-York and Western Roads were not so much affected, but the prices, with few exceptions, quite weak, without any special cause for the decline. There was but little done in the Miscellaneous Shares. The State Bonds were steady on Tennessees, but ⅛@1 ⅌ cent. lower on Missouris.

At 5 o'clock P. M. the following quotations were made as compared with Tuesday night:

	Tues.	Wed.		Tues.	Wed.
U. S. 10-40s.......	101¼	101⅜	Northwest........	38⅝	37⅞
U. S. 5-20s........	109¾	109	N. West Pref.....	69⅜	68⅞
U. S. 7.30s........	105⅜	105⅜	Rock Island.......	99⅜	98⅜
N. Y. Central......	102	101	Fort Wayne......	98⅞	97⅞
Erie...............	60¼	57⅞	Cumb'land Coal...	35⅝	35½
Hudson...........	129	128	Quicksilver........	41⅝	41
Reading...........	105⅛	104⅝	W. U. Telegraph...	44⅞	44⅜
Mich. Southern....	75⅝	73⅝	Mariposa Pref.....	22	22
Illinois Central...	116¼	115	Ohio Certificates..	26	25½
Pittsburgh........	84⅝	84⅜	American Gold....	137¼	136⅝
Tennessee 6s......	66½	66⅛	Bills on London..	108⅝	108⅝

The following bids were made to-day for the various Public Funds of the United States:

6 ⅌ cent., 1867........	133⅝	5 ⅌ cent. coupon, 1871..	100
6 ⅌ cent., 1868........	112½	5 ⅌ cent. coupon, 1874..	103
6 ⅌ cent. coupon, 1868..	112½	10-40 reg..............	97⅛
6 ⅌ cent. reg'd, 1881.....	109	10-40 500 & 1,000.....	101
500 & 1,000, 1881..........	109	7 3-10, 1st series.......	105⅝
5-20 500 & 1,000...........	109¾	7 3-10, 2d series.......	105⅝
5-20 registered, 1864......	106⅜	7 3-10, 3d series.......	105⅝
5-20 1865, 500 & 1,000......	107	5-20 500 & 1,000.......	107⅜
5-20 registered, 1865......	107⅛	5-20 cou., 1865 n. iss....	105⅜

The following bids were made for the City Bank Shares:

New-York............	116½	Bank of N. America...	104
Manhattan............	132	Metropolitan	122
Merchants'...........	115	People's...............	120
Mechanics'...........	115	Market.................	112
America..............	134	Shoe and Leather.....	111
City.................	200	Corn Exchange.........	117
Phenix..............	103	Continental...........	101½
Tradesmen's.........	142½	St. Nicholas..........	103
Merchants' Exch'ge..	105	Commonwealth..........	105
Commerce............	112	Impt'rs. & Traders...	110
Ocean................	102	Park..................	140
American Exchange...	114	Central National......	109
Chatham.............	140	Fourth National.......	103½

And the following for the Railway mortgages:

N. Y. Cen. 6s. 1883.......	93	Chi. & N. W. 1st M.....	94
N. Y. Cen. 6s. 1887.......	91½	Cons. 7 ⅌ c. conv........	82
N. Y. Cen. 6s. R Est......	90	Lack. & West'n Bds.....	98
N. Y. Cen. 6s. Sub'n.....	90	Del. L. & W. 1st M......	99
N. Y. Cen. 7s. '76........	102⅝	Del. L. & W. 2d M......	100
N. Y. Cen. 7s. con. '76..	104	Tol. & Wab. 1st M.......	91
N. Y. Cen. 7s. '65-'76....	104	Tol. & Wab. 1st M. ex..	90
Erie 1st mort. 1876.......	101⅞	Tol. & W. 2d M..........	77½
Erie 7s. 2d mort. 1879...	102	Gt. Western 2d M., '93.	70
Erie 7s. 3d mort. 1883..	101½	Mil. & Pr. du Ch. 1st M.	95
Erie 7s. 4th mort. 1880..	91½	Gal. & Chic., Ext.......	97
Erie 7s. 5th mort. 1888..	89½	Gal. & Chic. 2d M.......	97
Hud. R. 7s. 1st M. 1869.	102	Chi. & R. I. 1st M......	100
Hud. R. 7s. 2d M., s.f. '85.	103	Cleve. & Tol. S. Fund.	100
Harlem 1st M. '69-'72....	100½	Pitts., Ft. W. & Ch. 1st M.	100½
Harlem 3d mort. '68......	98	Pitts., Ft. W. & Ch. 2d M..	93½
Chi., B. & Q. 8 ⅌ ct. 1st M.	110½	Pitts., Ft. W. & Ch. 3d M.	85
Mich. So. 7 ⅌ c. 2d M....	91	Cleve. & P. 2d M.......	90
N. Ind. Goshen Line, '68	95½	Cleve. & P. 4th mort.....	74½
Mich. S. & N. I. S. F'd 7 ⅌ c.	97	Chi. & Al. 1st M........	98½
Ill. Cen. 7 ⅌ c. 1875......	106	Chi. & Alton Inc.......	91
Alton & T. H. 1st M......	91½	Dub. & Sioux C. 1st M..	80
Alton & T. H. 2d M. pfd	81	Mil. & St. Paul 1st M...	87
Alton & T. H. 2d M. in.	75	Marietta & Cin. 1st M...	82
Chi. & N. W. S. F........	94	Chic. & Mil. 1st M......	83
Chi. & N. W. Int B.......	88	Joliet & Chic. 1st M....	100
Chi. & N. W. Ex'n B......	80		

The following are the comparitive earnings of the Chicago and Rock Island Railroad for the first week in February:

1867..............	$53,200
1866..............	73,131

Comparative earnings of the Michigan Southern Railroad for the first week in February:

1867..............	$67,304
1866..............	74,555

From March 1:

1867..............	$4,417,660
1866..............	4,519,474

Comparative earnings of the Michigan Central Railroad for the first week in February:

1867..............	$60,478
1866..............	66,397

Comparative earnings of the Chicago and Northwestern Railroad for the first week in February:

1867..............	$138,473
1866..............	125,545

From June 1 to Feb. 7:

1866-7..............	$7,284,839
1865-6..............	6,668,301

The earnings of the Erie Railroad for the month of January, 1867, were............$906,759 42
The earnings for January, 1866, were....1,185,745 80
Decrease..............$278,986 38

The following is a statement of the approximate earnings of the Pittsburgh, Fort Wayne and Chicago Railway Company during the month of January ult., compared with the same period of the year 1866:

	1867.	1866.	Increase over 1866	Decr'se fr'm 1866
From freight......	$360,222 33	$363,212 45	....	$2,990 12
From passengers....	173,857 19	170,745 21	$3,111 98	....
From express matter......	8,977 50	9,928 12	....	950 62
From mail........	7,825 00	7,825 00	....	....
From rent of railway......	7,083 33	7,083 33	....	....
From miscellaneous......	2,150 00	1,188 34	961 66	....
Total......	$560,115 35	$559,982 45	$132 90	

Mr. WM. H. HEINS has favored us with an interesting tabular exhibit of the official returns of the Insurance Companies of the City for the year ending Dec. 31, 1866, with their annual dividends for fifteen years.

Mr. ALBERT H. NICOLAY will hold his regular semi-weekly auction sale of Stocks and Bonds this day, (Thursday,) Feb. 14, at 12:30 o'clock, at the Exchange Salesroom, No. 111 Broadway.

The President of the New-York Commercial Association, doing business at the Produce Exchange, has handed us the following report of the action of his Board on the proposed central system in buying and selling grain:

"In reply to various inquiries as to the action of the New-York Commercial Association of the Produce Exchange, on the adoption of the cental system, the Board of Managers call attention to the following resolution, passed unanimously at a meeting held Dec. 6, 1866:

Resolved, That the New-York Commercial Association unite with other similar associations throughout the country in recommending the abrogation of the present system of buying and selling cereals by the bushel, and the adoption of the cental system, as recommended by the Albany, N. Y., Board of Trade, to take effect in this City on the first day of May next, and that a copy of this resolution be sent to the Albany Board of Trade and the Chamber of Commerce of the State of New-York.

At a subsequent meeting held Feb. 7, 1867, it was

Resolved, That the Board approves of the suggestion of the Buffalo Board of Trade, that a barrel of flour should weigh 200 pounds net, and the officers of the association are requested to send copies of the above resolutions to the various Boards of Trade and Chambers of Commerce throughout the country.

By order of the Board,

A. E. MASTERS, President.

JOHN H. BOYNTON, Secretary.

The imports, duties and freights, as reported by the *Alta California,* for three years, have been as follows:

	1864.	1865.	1866.
Imports........	$13,341,718	$10,333,846	$13,941,097
Duties.........	6,378,348	6,704,413	7,455,913
Freights.......	2,502,952	1,615,247	1,942,058
Total cost.....	$22,223,018	$18,653,506	$23,339,068

These figures represent the prime or invoice cost of the goods sent here for consumption, the duties the importer advances to the Federal Government, and the freights on the goods.

The Gold Hill (Nevada) *News,* of Dec. 10, gives the following "statement of bullion shipped through WELLS, FARGO & CO.'s Express for the years 1865 and 1866, from the Virginia and Gold Hill offices, showing an excess of $2,074,174 35 for 1866 over the preceding year, for these two places alone. The amount from other places—Carson, Aurora, Austin, &c.—shipped in 1865, makes the total product for that year fourteen millions. For the year past, 1866, it stands as follows:

From Virginia City..................	$7,807,626 18
From Gold Hill......................	7,100,268 00
From Carson City....................	341,366 80
From Reese River....................	400,587 00
From Aurora.........................	171,534 00
Shipped outside of Wells, Fargo & Co..	350,000 00
Total for 1866......................	$16,171,381 98

The amount shipped from Virginia City exceeds that from Gold Hill in 1866, $707,358 18; but it is not correct to infer therefrom that the Comstock, north of the Bullion Mine, yielded that excess over the Comstock south of that point. A number of mills working their own ores, and one mining company (the Imperial) have their assays made in Virginia, of bullion taken from Gold Hill Rock.

The yield has been just about equal from the north and south sections of the lead. The first six months of 1866 were occupied in opening new levels and getting fairly to work, and many of the projected works for the facilitating access to deposits are not yet completed. The prospects for 1867 are flattering, and it is safe to estimate the yield for the current year at upward $20,000,000.

Since the discovery of silver in this State there has been extracted and added to the wealth of the world $85,000,000 of bullion, and the main source of all this wealth, from the most reliable authorities, has but just been uncovered. With the facilities railroad connection will afford; the cheapening of all articles of consumption; reduction of expense of immigration; the opening of new fields of labor; the discovery of the points north and south where the Comstock vein extends, and the enhanced value of property that will thereby be occasioned, all encourage us to "learn to labor and wait."

Never was there so large a daily yield of ore from our leading mines as at present, and with promise that it will long continue:

Bullion Shipped from Virginia and Gold Hill, Nevada, for 1865 and 1866.

1865.	From Gold Hill.	From Virginia.	Totals.
January...	$253,602 89	$940,152 13	$1,193,755 02
February..	229,856 24	1,033,855 89	1,263,712 13
March.....	265,435 68	1,124,749 76	1,390,185 44
April.....	150,102 45	1,191,172 00	1,341,274 45
May.......	197,802 30	1,012,435 59	1,210,237 89
June......	246,725 62	694,256 11	940,981 73
July......	260,001 59	511,127 57	771,129 16
August....	314,808 93	550,730 78	865,539 71
September.	399,613 99	492,203 79	891,817 78
October...	496,165 00	547,365 58	1,043,530 58
November..	408,307 90	539,217 76	947,525 66
December..	354,425 00	619,455 28	973,880 28
Total..	$3,546,897 59	$9,286,822 24	$12,833,719 83
1866.			
January...	$432,044 28	$520,177 20	$952,221 48
February..	475,491 63	492,322 91	968,814 54
March.....	490,123 89	705,210 33	1,195,334 22
April.....	413,176 17	646,987 51	1,060,164 68
May.......	562,074 83	648,776 71	1,210,851 54
June......	673,111 40	562,938 70	1,236,050 10
July......	673,385 93	595,503 77	1,268,889 70
August....	672,690 14	779,276 50	1,451,966 73
September.	700,940 36	643,963 97	1,344,904 30
October...	726,464 08	686,517 23	1,412,981 31
November..	613,779 62	739,512 80	1,353,291 92
December..	666,984 70	786,438 96	1,453,423 66
Total..	$7,100,268 00	$7,807,626 18	$14,907,894 18

The San Francisco papers give the following detailed shipment of treasure from that port in the past year, explaining that the shipments en mercantile account became very heavy from the middle of May until the middle of August, under the pressure to employ Gold in New-York at the high rates then current there. The largest shipment was June 30, when the drain caused such a pressure here that prompt measures were taken to check it. From that time the markets became gradually easier:

Specie exports from San Francisco in 1866.

	Mercantile Shipments.	Treasury Shipments.
Jan. 10	$983,926 43	—
Jan. 19	995,260 57	$500,000
Jan. 29	748,260 67	500,000
Feb. 8	1,284,492 72	500,000
Feb. 19	998,859 01	—
Feb. 28	484,182 10	—
March 10	877,418 07	—
March 19	880,433 17	500,000
March 30	439,334 54	500,000
April 10	874,462 28	500,000
April 18	586,300 31	500,000
April 30	1,060,909 53	500,000
May 10	317,441 26	—
May 19	1,219,338 44	—
May 30	1,328,069 78	—
June 10	1,968,730 65	—
June 18	1,677,802 73	500,000
June 30	2,445,765 30	500,000
July 10	1,558,549 64	500,000
July 19	1,360,195 87	500,000
July 30	1,162,097 45	500,000
Aug. 10	1,342,586 90	500,000
Aug. 19	1,465,392 79	500,000
Aug. 30	883,903 07	500,000
Sept. 10	731,306 95	500,000
Sept. 18	810,023 61	560,000
Sept. 30	1,038,000 18	500,000
Oct. 10	936,091 48	500,000
Oct. 19	666,735 97	—
Oct. 30	723,808 70	500,000
Nov. 10	886,151 64	500,000
Nov. 19	777,002 89	500,000
Nov. 30	1,164,275 45	—
Dec. 10	768,023 59	500,000
Dec. 19	1,061,789 21	500,000
Dec. 30	694,640 35	—
Total steamer	$37,143,310 65	$12,000,000
Total by Treasury	12,000,000 00	
To China	7,003,266 44	
Total	$56,146,577 09	

These Treasury shipments embrace a considerable sum on hand at the beginning of the year, as follows:

On hand Jan. 1, 1866..................	$8,961,064 20
Received at Custom-house...............	7,457,472 72
Supply...............................	$16,418,536 92
Shipped...............................	12,000,000 00
Balance in December...................	$4,418,536 92

Of the shipments per steamers, the whole amount of coin on mercantile account was $4,397,210, which, added to the coin carried off by the Treasury, makes $16,397,210, or rather more than three-fourths of the whole amount coined at the mint on this coast.

The circular of Messrs. WOODS & CHEESMAN gives the following interesting table of the dividends and assessments of the leading mines of Nevada in the year 1866:

Company.	Bullion Product.	Dividends	Assessm'ts.
Alpha..............	—	—	$144,560
Bacon M. & M. Co....	—	—	18,000
Baltimore Amer'n....	—	—	13,000
Belcher............	—	—	143,520
Bullion............	—	—	175,000
Chollar-Potosi......	$848,750	—	—
Confidence.........	303,920	—	78,000
Crown Point........	1,313,357	$234,000	—
Daney..............	—	—	26,000
Empire M. & M. Co...	486,778	32,400	—
Exchequer..........	—	—	32,000
Gould & Curry.......	1,605,228	252,000	—
Hale & Norcross.....	1,199,768	350,000	—
Imperial...........	910,187	176,000	—
Lady Bryan.........	—	—	15,000
Ophir..............	450,000	—	184,800
Overman............	27,953	—	208,000
Savage.............	1,805,800	360,000	—
Sierra Nevada......	—	—	55,500
Yellow Jacket......	2,310,000	390,000	180,000
Total..............	$11,261,741	$1,794,400	$1,272,380

The total bullion brought down from the Nevada region for the year was, as given in our annual report, $15,215,218. The balance came from mines not embraced in the table, and from those which made no report. The result is that $1,794,400 in dividends has been paid to the stockholders of seven mines, one of which—the Yellow Jacket—in the early part of the year called for $180,000. Thus those seven mines have given $1,614,000 profit to their holders.

The market value of those mines has increased as follows since the tide turned with the new deep ore discoveries in February:

MINES.	No. feet.	FEB. 24. Price foot.	Value.	JAN. 12. Price foot.	Value.	Divid's.
Crown Point	600	1,020	$612,000	1,400	$840,000	$234,000
Empire	75	3,200	240,000	2,800	210,000	32,400
Gould & Curry	1,200	1,020	1,224,000	615	738,000	252,000
Hale & Norcross	400	1,030	412,000	3,500	1,400,000	350,000
Imperial	184	2,600	486,000	3,150	580,000	176,000
Savage	800	840	672,000	1,950	1,560,000	360,000
Yellow Jacket	1,200	400	480,000	1,330	1,596,000	390,000
Total	4,459		$4,128,000		6,924,000	1,794,400
Average per foot			925		1,552	402

BANKING AND FINANCIAL.

☞ FIRST MORTGAGE BONDS OF THE CENTRAL PACIFIC RAILROAD COMPANY.

Interest at the rate of six per cent. per annum in Gold, payable in the City of New-York. For full particulars apply to FISK & HATCH,

Bankers and Dealers in Government Securities,
No. 5 Nassau-st., New-York.

BOOKSTAVER, THAYER & SLOSSON,
BANKERS AND BROKERS,
No. 71 Broadway, New-York,

Dealers in Gold, Government Securities, Railroad, Express and Mining Stock.

Members of the Board of Brokers and Mining Board, will sell

Merchants' Union Express Stock as follows:

$ 8 per share paid in for	$ 4
11 per share paid in for	7
14 per share paid in for	10
17 per share paid in for	13

American, Adams', United States and Wells, Fargo & Co.'s Stocks, at lowest market rates. Orders for purchase and sale in all of above securities solicited.

N. B.—Holders of Merchants' Union Stock sending forward for sale must indorse each receipt, and attach a power of attorney, signed in blank, except as to the number of shares.

GENERAL MARKETS.

NEW-YORK, Wednesday, Feb. 13, 1867.

The receipts of the principal kinds of produce since our last have been 48 bbls. Ashes, 10,009 bbls. Flour, 400 bbls. and 2,022 bags Corn Meal, 7,218 bushels Wheat, 6,300 bushels Corn, 2,090 bushels Oats, 10,178 bushels Barley, 1,423 bbls. Pork, 1,535 pkgs. Cut Meats, 939 pkgs. Lard, 315 pkgs. Beef and 122 bbls. Whisky.

ASHES—Continue in very moderate demand at $8 25 @$8 50 for Pots, and $11 50@$12 for Pearls, ⅌ 100 lbs.

COAL—At the extraordinarily extensive sale of Pittston Coal to-day, out of an aggregate offering of over 250,000 tons, 207,800 tons were disposed of, including 102,000 tons lump at $5, 43,000 tons steamboat at $5 12½, 19,500 tons grate at $5 12½, 18,000 tons egg at $5 24, 9,000 tons stove at $5 40, 11,000 tons chestnut at $4 25 ⅌ ton of 2,240 lbs., delivered at Newburgh.

COFFEE—Has been in demand and steady including Java at 24½c.@25½c.; Native Ceylon, 19c.@20c.; Maracaibo, 17½c.@19c.; Laguayra, 17½c.@18½c.; Rio, 15½c.@19c.; St. Domingo, 15½c.@16½c., in gold, ⅌ lb.

COTTON—Has been in fair demand, and steady in price. Middlings 33c.@34½c., chiefly within our range, ⅌ lb. Sales and resales since our last 2,400 bales, against receipts of 3,213 bales.

Movements in Cotton at this Port.

	Bales.
Receipts thus far this week..................	12,539
Receipts last week...........................	31,128
Receipts preceding week......................	17,752
Receipts since Jan. 1, 1867..................	119,330
Receipts since Sept. 1, 1866.................	369,261
Receipts year ending Jan. 1, 1867............	667,394
Receipts year ending Sept. 1, 1866...........	511,630
Exports since Jan. 1.........................	64,827
Exports since Sept. 1........................	177,995
Exports year ending Dec. 31, 1866............	381,094
Exports year ending Sept. 1, 1866............	495,309
Estimated stock on hand here.................	210,000

Movements in Cotton at all the Shipping Ports.

Receipts at all the shipping ports of the United States from the close of the war, May 1, 1865, to Sept. 1, 1866..............	2,571,040
Receipts at all the ports from Sept. 1, 1866, to latest mail dates..............	1,131,000
Exports from all the ports since Sept. 1, 1866..	550,000
Estimated stock on hand at all the ports as at latest mail dates..............	605,000

FLOUR AND MEAL—State and Western Flour has been quiet to-day, though prices have been again reduced 10c.@15c. ⅌ bbl., the market closing heavily. Sales since our last have been 6,750 bbls., including poor to choice Superfine State and Western at $8 90 @$10 10; common to good Extra State at $10 10 @$11; good to choice do. do. at $11 05@$11 85; round-hoop Extra Ohio, poor to good shipping brands, at $10 90@$11 80 ⅌ bbl. We now quote:

Superfine State and Western..........	$8 90	@$10 10
Extra State..........................	10 10	@11 85
Extra Illinois, Indiana, Michigan, &c.	9 90	@14 25
Extra Ohio, round-hoop, ship'g brands.	10 90	@11 80
Extra Ohio, trade and family brands..	12 85	@15 00
Extra Genesee........................	11 85	@15 00
Common to choice extra Missouri......	12 75	@16 25

Southern Flour is dull and lower. Sales since our last 300 bbls., at $10 60@$12 50 for ordinary to fair extra, and $12 60@$16 50 for fair to very choice extra do., ⅌ bbl. Canadian Flour continues quiet and heavy at $11 75@$14 50 for extra, ⅌ bbl. Rye Flour is quiet at from $7@$8 ⅌ bbl.; sales 400 bbls. Corn Meal is quiet and heavy at $5@$5 10 for Western and Pennsylvania; $5 10@$5 25 for Jersey; $5 25 for Marsh's Caloric, and $5 75 for Brandywine, ⅌ bbl. Sales 450 bbls. Buckwheat Flour continues dull and heavy at $2 75@$3 10, chiefly within the range, ⅌ 100 lbs.

GRAIN—Wheat has been quiet since our last, and prices have favored buyers. Sales have been reported of 25,000 bushels, including new common to fair No 2 Chicago Spring and Milwaukee Club at $2 15@ $2 30; Amber State at $2 90@$2 95, and White California at $3 15@$3 25 ⅌ bushel. Corn opened rather more firmly, on a slightly improved demand, but closed tamely and heavily. Sales since our last, 43,000 bushels at $1 10@$1 12, closing at $1 10 cash, and $1 11 regular way for mixed Western, in store, and $1 11@$1 12 for do. afloat; $1 11@$1 15 for new yellow and white Jersey and Southern, ⅌ bushel. Oats are heavy and drooping, including Chicago, Milwaukee and Cleveland at 59c. @63c.; and State at 67c.@69c. in store, ⅌ bushel; sales of 22,500 bushels. Barley is in moderate demand at steady prices; sales since our last 27,000 bushels at 95c. for Canada West, in bond; $1 18 for do., free, and 80c.@82½c. for Western, ⅌ bushel. Barley Malt continues quiet at $1 25@$1 30 ⅌ bushel. Rye is dull and heavy; sales 9,400 bushels, including Western at $1 15@$1 18 in store; and State at $1 27 @$1 30 ⅌ bushel. Of Canada Peas, 7,000 bushels were sold, in bond, at $1 25 ⅌ bushel.

HAY—North River bale continues in moderate demand at $1 35@$1 40 for shipment, and $1 55@ $1 65 for local use, ⅌ 100 lbs. Straw, $1@$1 50 ⅌ 100 lbs.

HOPS—Have been in fair request and steady, including new at 35c.@70c.; old at 20c.@45c.; also new foreign at 58c.@85c. ⅌ lb.

HEMP—Has been quoted steady, but has been inactive.

MOLASSES—Continues quiet at former prices, including Porto Rico at 45c.@65c.; Cuba at 40c.@55c.; New-Orleans at 80c.@87½c. ⅌ gallon.

NAVAL STORES—Continue dull and heavy, including Spirits Turpentine at 67c.@69c. ⅌ gallon; Crude do. at $5@$5 25; Resin at $3 80@$9 25 ⅌ 280 lbs.; Tar at $2@$2 75; Pitch, $4@$4 25 ⅌ bbl.

OILS—Are quiet at about previous prices, including Crude Whale at 80c.@$1; Bleached Whale at $1 05@$1 10; Crude Sperm at $2 65@$2 70; Unbleached do. at $2 90@$3; Lard Oil at $1@$1 15; Red Oil at 65c.@85c.; Linseed Oil at $1 24@$1 27, for English and American, ⅌ gallon.

PETROLEUM—Is inactive and heavy, from 18c.@ 19c. for Crude; 29c.@32c. for ordinary to prime Refined, in bond, and 46½c.@47½c. for do., free, ⅌ gallon.

PROVISIONS—Pork has been very quiet, without material change in price. Sales have been reported since our last of 1,650 bbls., in lots, at $20@$20 75 for new City and Western Mess, closing at $20 75, regular way, for new Western Mess; $19 62@$19 75, cash and regular way, for one year old Mess, $16 62½ @$17 for Prime; $19@$19 75 for Prime Mess, the latter rate for CLAYTON & Co.'s brand, ⅌ bbl. Sales were also reported of 1,500 bbls. new Mess, for forward delivery, including sellers' option, February, March and April, part at $20 75@$21 ⅌ bbl. Cut Meats continue in fair request at 8½c.@10c. for Shoulders, and 10½c.@13c. for Hams, ⅌ lb. Sales 370 pkgs. Bacon has been quiet but steady; sales 380 boxes, part at 11½c. for Short Rib; 10½c.@10⅞c. for Long Rib; 10½c. for Cumberland Cut; and 11½c.@12c. for Short Clear, ⅌ lb. Lard is depressed and lower; sales since our last 1,100 tcs. and bbls., in lots, at 11c.@12½c. for inferior to prime old, and 12c.@12½c. for new, ⅌ lb. Small lots of very choice new bring a shade higher prices. Dressed Hogs are in demand at 9½c.@9¾c. for Western, and 10c.@10½c for common to choice City ⅌ lb. Beef has been in more request at $12@$18 for Plain Mess and $17@$21 for Extra do.; sales have been reported of 600 bbls. Tierce Beef is in good request at $35@ $36 50 for India Mess, and $31@$32 for Prime Mess, ⅌ tierce; sales 950 tcs. Beef Hams are in demand at $33@$35 50 ⅌ bbl.; sales 240 bbls. Butter continues in moderate demand at 30c.@42c. for State, and 42c.@46c. for Fancy do., and 15c.@35c. for poor to prime Western, ⅌ lb. Cheese is inquired for at 9c.@20c., with some fancy lots at 21c. ⅌ lb. We quote:

BUTTER.

Sussex, Orange and Chenango County Dairies—firkins, good to extra, ⅌ lb..............	42	@46
Sussex, Orange and Chemung County Dairies—half-firkin tubs, good to extra, ⅌ lb..............	43	@45
New-York State Dairies—firkins, good to extra, ⅌ lb..............	38	@40
New-York State Dairies—firkins, fair to good, ⅌ lb..............	35	@36
New-York State Dairies—half-firkin tubs, good to extra..............	40	@43
New-York State Dairies—half-firkin tubs, fair to good, ⅌ lb..............	35	@38
New-York State Dairies—fresh firkins, extra, ⅌ lb..............	40	@43
New-York State Dairies—ordinary qualities, ⅌ lb..............	30	@33
New-York State Dairies—Welsh tubs, good to extra, ⅌ lb..............	38	@40
New-York State Dairies—Welsh tubs, fair to good, ⅌ lb..............	32	@34
North Pennsylvania Dairies—firkins, fair to good, ⅌ lb..............	34	@35
North Pennsylvania Dairies—firkins, ordinary, ⅌ lb..............	30	@32
Western Reserve—firkins, fair to good, ⅌ lb......	26	@28
Western Reserve—firkins, ordinary, ⅌ lb........	22	@24
Western States—firkins, fair to good, ⅌ lb......	22	@25
Western States—firkins, ordinary, ⅌ lb.........	18	@25
Western States—firkins, common................	15	@17
Rolls, State, good to prime in cloths...........	30	@33
Rolls, Western, good to prime, in cloths........	28	@30
Rolls, poor to good............................	25	@26

CHEESE.

Factory Dairies, 1st quality State, ⅌ lb........	20	@21
Factory Dairies, 2d quality State, ⅌ lb.........	19	@20
Factory Dairies, Western, ⅌ lb.................	18	@19
Farm Dairies, 1st quality State, ⅌ lb...........	18	@20
Farm Dairies, 2d quality State, ⅌ lb............	16	@17
Farm Dairies, Western, ⅌ lb....................	16	@17
Skimmed Cheese, Western and State, ⅌ lb........	9	@14
Farm Dairies, Common, ⅌ lb.....................	15	@16

SUGARS—Have been in moderate request at uniform prices. Sales since our last 470 hhds. Cuba, &c., at from 10½c.@12½c., and 510 boxes Havana at 10½c. @11½c. ⅌ lb. Refined Sugars are in request at from 13c.@15½c.

STEARINE—Sales 42,500 lbs. at 10½c.@11½c. ⅌ lb.

TALLOW—Sales 104,000 lbs. at 11½c.@11½c.; also 36,500 lbs. Grease at 8½c.@10⅞c. ⅌ lb.

WHISKY—Has been less active, but steady. Sales 850 bbls., in bond, at 31c. for State, and 32c.@33c. for Western, ⅌ gallon.

FREIGHTS—For Liverpool, there were taken 1,800 bales Cotton at ⅜d.@½d. by sailing vessel, and ¾d. by steamer, ⅌ lb.; 28,000 bushels Corn at 6½d. by sailing vessel, and 8½d. by steamer, ⅌ bushel. 250 tierces Beef at ¾d. ⅌ tierce; 800 boxes Cheese, by steamer, at 40s.; 25 hhds. Tallow at 25s.; 100 tons Fustic at 17s. ⅌ ton; and 500 bbls Petroleum at 4s. 3d ⅌ bbl. For London, 1,000 bbls. Resin at 3s. ⅌ 280 lbs.; 250 bbls. Spirits Turpentine at 5s. 6d. ⅌ bbl. For Bremen, 200 bbls. Spirits Turpentine at 4s. 6d. ⅌ bbl.

Real Estate Sales—FEB. 13.

BY A. J. BLEECKER, SON & CO.

Lease of house and lot No. 13 East Houston-street, called "The Office," for 3½ years, 25x80..............	$3,000
Lease of house and lot No. 215 W. Houston-street, lot 20x100, house 20x40..............	1,850
Lease of house and lot No. 217 W. Houston-street, lot 20x100, house 20x40..............	1,525
Lease of house and lot No. 221 W. Houston-street, lot 20x100, house 20x40..............	1,500
Lease of house and lot No. 76 Charlton-street, lot 2ox100, house 25x38..............	925
One lot east side Ninth-avenue, 50 ft. 5 in. N. Ninety-eighth-street, 25.3x100..............	1,400
One gore south side Fifty-seventh-street, 275 feet west of First-avenue, 25x65..............	2,625
One gore south side Fifty-seventh-street, adjoining above, 25x62..............	2,250
House and lot No. 547 Sixth-avenue, S. W. corner Twenty-seventh-street, lot 24.8½x65, house 24.8¼ x40..............	27,000

MISCELLANEOUS.

"The Pen is Mightier than the Sword."

THE GOLD PEN—BEST AND CHEAPEST OF PENS

MORTON'S GOLD PENS,

THE BEST PENS IN THE WORLD.

For sale at his Headquarters, No. 25 MAIDEN-LANE, New-York, and by every duly appointed agent at the same prices.

A Catalogue, with full description of sizes and prices, sent on receipt of letter-postage. A. MORTON.

$500 REWARD WILL BE PAID BY the undersigned for the arrest and conviction of the burglars who broke into and robbed bonded warehouses Nos. 557 and 565 Water-st. during the nights of the 9th and 10th inst.
MILLER & CONGER, No. 271 South-st.

WANTED.—ANY GENTLEMAN WISHING TO have any painting, graining, paper hanging, kalsomining or fresco work done, can have it executed at a very moderate price by an experienced workman, out of employment. Address J. H. D., Box No. 105 *Times* Office.

THE BEST AND CHEAPEST INKS.—"Keys' National Writing Fluid" and "American Union Ink." No sediment: flow freely and do not corrode. Sold by the trade generally. Manufactured by REEVES & CO., successor to J. G. Keys. Removed to No. 30 Washington-st., near Reade.

EXPOSITION UNIVERSAL.—TRUNKS, Bags, &c., for European and American travel; elegant Morocco, Shopping, Toilet and Traveling Bags. JOHN CATTNACH, Manufacturer and Importer, corner of Broadway and Wall-st. and No. 700 Broadway.

LADIES' NEW-YORK SOUTHERN RELIEF ASSOCIATION.—Office for receiving dry goods, clothing, &c., No. 14 Bond-st. For flour, provisions, &c., Harris, Gaines & Co., No. 15 Whitehall-st. Donations are earnestly solicited.

ROUGH BROWN-STONE WANTED—New or second-hand; sizes about 2—6x1—0x9. Address, with particulars, WATHAN & CO., Marble Works, No. 199 Mercer-st., New-York.

THREE (3) SHARES IN THE CONSUMERS BENEFIT COAL COMPANY for sale, price $20 $30 paid up. Address W. H., Box No. 103 *Times* Office. N. B.—Coal due on the above can be had at cost of working.

HORSES AND CARRIAGES.

A LADY GOING TO EUROPE WISHES to sell a fine stylish pair of dark sorrel horses, 16 hands, and warranted kind and sound in every particular. Can be seen at Cornell's stable, 53d-st., between Lexington and 4th avs. Ask for JOHN, coachman. Also, carriages and harness if desired.

ALL PARTIES WISHING TO BUY OR desirous to sell horses, carriages, wagons or anything pertaining to the horse business, should apply to MINER & SOMERVILLE, No. 37 Nassau-st., opposite the Post-office.

HORSES BOARDED BY DAY, WEEK or month; also, fine horses and carriages for sale at stables corner 5th-av. and 44th-st.

The New-York Times.

NEW-YORK, THURSDAY, FEB. 14, 1867.

Amusements this Evening.

OLYMPIC THEATRE.
Broadway, between Houston and Bleecker sts.
THIS EVENING, commencing at 7½ o'clock, COMIC OPERA—THE MERRY WIVES OF WINDSOR.

NEW-YORK THEATRE.
Broadway, near 8th-st.
THIS EVENING, commencing at 8 o'clock, TICKET OF LEAVE MAN. Characters by Messrs. G. H. Clarke, Jamison, Lewis Baker, Humphrey Bland, Wm. Gomersal, Mark Smith, Mrs. Wm. Gomersal, Mrs. Wm. Jamison, Mrs. Yeaman, Marie Williams.

WALLACK'S THEATRE.
Broadway, corner 13th-st.
THIS EVENING, commencing at 8 o'clock, A DANGEROUS GAME. Characters by Messrs. J. W. Wallack, John Gilbert, Robinson, Holland, Young, Miss Madeline Henriques, Mrs. Clara Jennings, Miss Mary Barrett, Miss Fanny Green, Miss M. Scott.

WINTER GARDEN.
Broadway, between Bleecker and Amity sts.
THIS EVENING, commencing at 7 o'clock, MERCHANT OF VENICE. Characters by Edwin Booth, Mme. Methua Scheller, Mr. Barton Hill, Mr. J. Gotthold and a powerful cast.

NIBLO'S GARDEN.
Broadway, between Prince and Houston sts.
THIS EVENING, commencing at 7¾ o'clock, an original and grand spectacular Drama, entitled THE BLACK CROOK.

BOWERY THEATRE.
Bowery, between Bayard and Canal sts.
THIS EVENING, commencing at 7 o'clock, BRIAN BOROIHME and THE MAID OF ERIN.

THEATRE FRANCAIS.
14th-st., near 6th-av.
THIS EVENING, commencing at 8 o'clock, UN DUEL SOUS RICHELIEU and UN MARIA BRULE.

BROOKLYN ACADEMY OF MUSIC.
Montague-st.
THIS EVENING, commencing at 8 o'clock, ITALIAN OPERA—THE BARBER OF SEVILLE.

BARNUM'S NEW MUSEUM.
Broadway, between Spring and Prince sts.
THIS AFTERNOON at 2 and EVENING at 7¾, CHRISTIAN MARTYRS. A LARGE COLLECTION OF LIVING WILD ANIMALS. GORDON CUMMING'S COLLECTION. Dwarf, Fat Boy, 200,000 Curiosities.

NEW-YORK CIRCUS.
14th-st., opposite Academy of Music.
THIS EVENING, commencing at 8 o'clock, Magnificent Horse Comedy, BLIND MAN'S BUFF, ACROBATIC FEATS AND GROUPINGS, HINDOO MIRACLES, &c.

NEW FIFTH-AVENUE OPERA HOUSE.
Adjoining Fifth-avenue Hotel.
THIS EVENING, commencing at 8 o'clock, George Christy every night, Chas. Benedict and Oscar Burbank. FOUR BIRDS OF PARADISE, COCOANUT DANCE, &c.

COOPER INSTITUTE.
8th-st., between 3d and 4th-avs.
THIS EVENING, commencing at 7½ o'clock, Dr. Hebbard's lecture, GEORGE PEABODY AND MODEL MANHOOD.

KELLY & LEON'S MINSTRELS,
No. 720 Broadway.
THIS EVENING, CINDER-LEON, DEMON DANCE, SONGS, DANCES, BURLESQUES, &c.

DODWORTH'S HALL.
Broadway, opposite 11th-street.
THIS EVENING, commencing at 8 o'clock, M. HARTZ, THE ILLUSIONIST. MIRACULOUS ILLUSIONS; PROTEUS.

UNION HALL.
Broadway and 23d-st.
THIS EVENING, commencing at 7½ o'clock, BUNYAN TABLEAUX, largest panorama in the world, illustrating Bunyan's Pilgrim's Progress.

STECK'S MUSIC HALL.
No. 141 8th-st., between Broadway and 4th-av.
THIS EVENING, commencing at 8 o'clock, POZNANSKI'S QUARTET SOIREES.

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To Advertisers.

Advertisers in the TIMES are requested to bring in their notices at as early an hour in the day as possible. If received after 8½ o'clock, it will be impossible to classify them under their proper heads.

NEWS OF THE DAY.

EUROPE.

Our Cable dates are to last evening. The Liberal organs in England generally denounce the Reform plan noticed by D'ISRAELI in the Commons. Fenian arrests are still made, and among the last are two officers of the United States Army.

From Italy, we learn that the Parliament has been dissolved by the King, and a new election is to be held on the 10th of March. Baron RICASOLI has resigned at the King's request.

At the election in Berlin, the Liberal Party had a clear triumph.

A rather indefinite dispatch states that an American ship had left a Spanish port for the purpose of removing suffering Christian families from Candia.

The Viceroy of Egypt is demanding to be independent of the Turkish Government.

CONGRESS.

In the Senate yesterday the Clerk of the House announced the passage by that body of Mr. ELIOT'S Louisiana Bill, whereupon Mr. WADE moved to postpone all other business and take up that bill. His motion prevailed by a vote of 28 yeas to 19 nays. It required unanimous consent, however, to proceed to its consideration, and as Mr. HENDRICKS objected, the bill will come up for action to-day. A number of bills relating to army matters were reported from the Military Committee. A dispatch from Denver City was read, informing the Senate that a large mass meeting assembled there had declared that the people of the Territory were largely in favor of a State organization. The bill providing for the purchase of League Island for a naval depot came up, and gave rise to a lengthy debate, participated in by Messrs. FOSTER, in opposition to the proposed purchase, and Messrs. GRIMES and CATTELL in favor of it. Pending the discussion the Senate went into executive session, and then took a recess until 7 o'clock. At the evening session the House bill providing military government for the Southern States was received, but objection being made to its immediate consideration, it goes over. A number of bills relative to the District of Columbia were received, after which the Senate adjourned.

The bill providing for military government for the Southern States came up for discussion in the House yesterday. Messrs. VAN HORN, SCHENCK and BOUTWELL spoke in favor of the bill, and Mr. ELDRIDGE and others in opposition to it. Mr. STEVENS, at 2 o'clock, moved the previous question, but the House refusing to sustain him, the debate continued, Mr. BINGHAM having the floor. Mr. SPALDING moved to lay the bill and all the amendments offered on the table, which was disagreed to by a vote of 89 yeas to 115 nays. The question then recurred on referring to the Judiciary Committee, when Mr. STEVENS being entitled to close the debate, took that opportunity to do so, making an impressive appeal for the passage of the bill. The proposition to refer included a proviso instructing the Committee to report an amendment offered by Mr. BLAINE. This amendment was to the effect that when any State shall have declared in favor of the Constitutional Amendment and impartial suffrage, it shall be relieved of military restraint. The vote being taken on the motion to refer, it was lost by 69 yeas to 95 nays. The bill was then passed by a vote of 109 yeas to 55 nays. The bill has received some trivial amendments, but was passed substantially as printed. The House then took a recess until 7 o'clock. At that hour the House reassembled, when the Internal Revenue Tax Bill came up for consideration, and Mr. MORRILL addressed the House at length on the subject.

STATE LEGISLATURE.

In the Senate yesterday, but little business was done. The Insurance Committee was instructed to inquire what legislation is necessary to protect property from fire in New-York City. A bill was introduced incorporating a company to construct a suspension bridge over the East River, to connect Brooklyn and New-York.

In the House a number of bills were introduced, after which, in order to give the use of the Chamber to the State Agricultural Society, the House adjourned.

GENERAL NEWS.

Complaints are made against the management of the Maine Insane Asylum, of cruelties practiced upon the unfortunate inmates.

The Massachusetts Legislature has refused an act of incorporation to the Boston Yacht Club.

The Attorney-General of Massachusetts informs the State Legislature that it will require nearly five million dollars for an equalization of bounties to the soldiers from that State who served during the war.

A dispatch from Concord, N. H., says the Franconia murderer has made a full confession of his crime.

Mrs. SWEET, of Kennebunk, Me., has been convicted of manslaughter for poisoning her husband.

The revenue cutter *Mahoning* has been sent in search of the ship *Bavaria*, reported as being dismasted off the coast.

LOCAL NEWS.

During the last six or eight Court days there has been on trial in the Supreme Court Circuit, Part III., before Justice E. DARWIN SMITH and a Jury, an action brought by one SYLVESTER CAHILL against COURTLANDT PALMER and the Mayor and Commonalty of the City of New-York, for the purpose of testing the title to certain valuable lots of land in the vicinity of Eighth-avenue and One Hundred and Eighth-street, which lots are now included in what is called "The Central Park Extension." The plaintiff in the suit claims title by a long chain of conveyances, devices, &c., back as far as the year 1647. Two hundred and twenty years ago, or only twenty-seven years after the *Mayflower* came to anchor near Plymouth Rock, a certain Dutch nobleman made a grant of a large portion of the upper part of Manhattan Island, and the plaintiff insists, not only that the lots in dispute were included in the grant, but that he has a better title to it than any other person. A short time ago the land was taken by the City for the purpose of including it in the Central Park. The Commissioners of Estimate and Assessment heard the contestants, who are the plaintiff and defendant, PALMER, and they finally decided to make their award in favor of PALMER, which they did to the amount of some $76,000. This action was brought by CAHILL for the purpose of recovering that sum. The Corporation of the City are mere nominal defendants. Yesterday the trial was concluded by the Court directing a verdict for the defendants.

A verdict of $12,000 was rendered yesterday in the Common Pleas, Part I, held by Judge BRADY, in the action of BENJAMIN F. DALTON vs. PETER B. TAYLOR and another. This litigation arose out of some transactions relating to the St. Louis Gold Mining Company of Colorado Territory, and with which Gov. ARNOLD and a man named SHEPARD are, or were, connected. The Court, in charging the Jury, said that in his opinion it was a very delicate case, and somewhat complicated. He thought it best to direct them to find on certain specific facts, so that the questions of law might go before the General Term. It is understood that the defendants will immediately take an appeal. The amount of money originally involved is $75,000.

The case of WM. POPPE vs. the Marine Bank, referred to in our law reports on Wednesday, and which was on trial for a day or two in the Common Pleas, before Judge CARDOZO and a Jury, was concluded yesterday by the rendering of a verdict for the plaintiff for $3,493. Some of the questions of law involved are considered important, and hence the case will probably go before the General Term.

Justice MICHAEL CONNOLLY, of the Fourth District Court, made a charge of libel yesterday before Justice DOWLING, upon an affidavit taken before Mayor HOFFMAN, against Superintendent J. A. KENNEDY, for publishing his recent order. Mr. KENNEDY answered the complaint by waiving an examination, and demanding a speedy trial. He was then allowed to go on his own recognizance.

JOHN KANE was yesterday indicted for murder by the Grand Jury of the Court of Oyer and Terminer. He is charged with wilfully burning down his house in the Twenty-first Ward on the 12th of December, and thereby causing the death of Mrs. MARY SANFORD, whom he knew to be in the house at the time.

Yesterday 208,000 tons of Pittston Coal were sold at public auction by the Pennsylvania Coal Company. The bidding was very brisk, and the prices were about the same as those obtained for Scranton Coal at the January sale.

A decree of divorce was granted yesterday in the Supreme Court of this District, Justice LEONARD presiding, in the action entitled MARY L. WILLIAMSON vs. CASSIUS J. WILLIAMSON.

The contestants of the will of the late MILTON FINKLE have withdrawn their opposition, and the instrument will be admitted to probate. A satisfactory division of the property has been made.

Rev. HENRY WARD BEECHER delivered a lecture at the Brooklyn Academy of Music last night on "Universal Suffrage."

The various evening schools in the City were closed last evening with appropriate exercises.

Of the reported receipts of flour at this port yesterday—10,069 bbls., all told—6,181 bbls. were from California.

Business in produce and merchandise was on a restricted scale yesterday, though buyers had any existing advantage. Moderate freight engagements transpired. There were 562 vessels of all classes in port.

Passage of the Military Bill by the House.

The bill known as Mr. STEVENS' bill for the military government of the Southern States passed the House yesterday, substantially in the form in which it was introduced on Tuesday of last week. The vote upon its final passage was 109 yeas to 55 nays—a number of Republicans, as will be seen by the record of names, voting in the negative. Mr. STEVENS was exceedingly jubilant over its passage. It is likely that the Senate will now take prompt action upon the bill, concurring with that of the House; but the vote yesterday seems to show that it cannot be passed by the requisite majority over the President's veto, which it will certainly receive if it ever reaches Mr. JOHNSON'S hands.

The Louisiana Reconstruction Bill.

The new-born hope of reconciliation between Congress and the President has been summarily extinguished. By the passage of Mr. ELIOT'S bill for reconstructing the civil Government of Louisiana, the House has indicated its aversion to all overtures for peace with the Executive, and all plans of compromise as between its own will and the wishes of the Southern people. It has declared its purpose to set aside the Constitutional Amendment, and to substitute for a mild measure of restoration, harsh and sweeping measures of reconstruction. It has decided that the States which have rejected the Amendment shall not have an opportunity of reconsidering their verdict, and that the efforts of Southern Governors to induce the acceptance of modified terms shall be ignored as of no significance whatever. The vote by which all this has been accomplished forbids expectations of improvement. A close vote may be revised and reversed, but 113 yeas and 48 nays are figures that leave no chance of change.

Mr. ELIOT'S bill—embodying the conclusion arrived at by the majority of the New-Orleans Investigating Committee—sweeps away the existing Government of Louisiana as an usurpation and a fraud, removes all office-holders, from the Governor downward, scatters the Legislature with Cromwellian brusqueness, and deals with the State precisely as though it were just made subject to the authority of the National Government. The point of contention raised by Mr. STEVENS has been avoided by Mr. ELIOT. He lends no countenance to the territorializing theory, and indulges in no talk about the relative rights of conquerors and conquered. He simply assumes the unlawfulness and insufficiency of the existing governmental machinery of the State; and starting afresh from the fact that the rebellion left the State destitute of government, he provides for its reorganization on the extreme radical basis.

The President is charged, in conjunction with the Senate, with the appointment of a Provisional Governor and a Provisional Council of nine persons—only those being appointed who can take the test oath. In June the loyal citizens, exclusively, will elect a Governor, State officers and members of the Legislature; and in October the same electors will choose delegates to a Convention to form a State Constitution; both elections to be held under regulations made by the Secretary of War, and the test oath to be throughout the standard of qualification, whether of electors or of persons elected. Meanwhile a military Commander will be appointed to cooperate with the Provisional Governor, and exercise a wide discretionary authority for the maintenance of peace, and the enforcement of laws and orders growing out of the provisional *régime*. This provision of the bill contrasts favorably with Mr. STEVENS' scheme of military government. *That* would make the soldier supreme—the civilian subordinate. Mr. ELIOT recognizes the military power only as an auxiliary, to be employed if the necessity arises.

The harshness of the measure is apparent in its wholesale proscription and disfranchisement of nineteen-twentieths of the white population of the State. The North Carolina scheme, introduced some time ago, at the instance of Ex-Governor HOLDEN, and others, was much more conciliatory in this regard. The only disability it imposed applied to the offices and the membership of the projected Convention, and its only injustice consisted in its failure to enfranchise the colored people. Mr. ELIOT'S bill is less liberal and less wise. It is proscriptive after the manner of Tennessee, and will give rise to the heart-burning, the angry controversies, the bitter, bloody strife which prevail in Tennessee to this hour. It confers the franchise upon the negroes, universally, while it disfranchises nearly the entire white population. Practically, therefore, the reorganization of Louisiana will be intrusted to its freedmen; they, and they alone, will have the election of legislators, and through the Convention the framing of the new Constitution; the resident whites being at their mercy in all things political. No gift of prophecy is needed to foretell the consequences of this policy. It is irritating and dangerous to the last degree, and its effect upon the property and business interests of the State will be most disastrous. May we not hope that, in this respect, the Senate will amend the bill? We urge amendment, not in behalf of prominent rebels, for we would have them permanently excluded from all offices of honor and emolument—not with the view of injuring the loyal blacks, for if the alternative be the unqualified exclusion or the universal enfranchisement of the freedmen, we prefer the latter. But we are convinced that a measure of amnesty wide enough to include that great body of citizens who, though neither promoters nor leaders of the rebellion, were nevertheless implicated in it, would be eminently beneficial. With the freedmen enfranchised, there could be no danger from rebel influences; while the exclusion of the great majority of white citizens, from all participation in the Government, will be a source of endless difficulty and danger.

It is to be regretted, too, that the result aimed at—the reorganization of civil government on a loyal foundation—is, under Mr. ELIOT'S plan, remote. By postponing the holding of the State Convention until October, the final judgment of Congress upon the claim of the State to representation is put off until the Summer of 1868. Two years, in effect, will be consumed in maturing the process of reconstruction, and during that long interval the State will be in a condition of political chaos. The opposition allege that the object is to exclude the State from participation in the next Presidential election. Be the object what it may, this will undoubtedly be the consequence of the measure adopted by the House.

And, after all, the plan is experimental. It lays down nothing like a general system, under which the reconstruction of the entire South might proceed simultaneously. Upon one point, indeed, it affirms a principle which, once begun, must be applied to every Southern State. We refer to its repudiation and overthrow of existing State organizations, to the undoing, in fact, of all that the President has done, and all that has been done under or in consequence of his action. The position of Louisiana is not exceptional. And after legislating its Government and Constitution out of existence, the same rule must be extended to all other excluded States. This part of the programme may be a necessity. Assuredly, however, the existing condition of affairs in the South admitted of some general plan, beginning at the beginning, as Mr. ELIOT proposes, but embracing the whole of the excluded States within its provisions. We might then have had early and complete reconstruction, instead of an isolated experiment and indefinite delay.

We submit that the position of the reconstruction question, as shown by Mr. ELIOT'S bill, is not creditable to the sagacity of the Republican majority in Congress. A grander opportunity for the exercise of statesmanship this generation will never know. Yet at the expiration of the second session after the war, we are but at the threshold of reconstruction, with a policy that is confessedly experimental. At this rate of progress, the time required by Union politicians for the adjustment of the relations between the National Government and the States lately in rebellion, will be nearly equal to the time occupied by the Union armies in conquering the rebels. Our statesmen are evidently not quite up to the mark of our soldiers.

THE CRETANS IN NEW-YORK.—The State Senate have very properly adopted the joint resolutions, which had already passed the Assembly, expressing American sympathy with the Cretans in their struggle with the Turks. We fear, however, that the Cretan revolters who may have opportunity to read the speeches on the subject will have hopes excited that must soon be blasted. Messrs. LOW and LA BAU, for example, whom the Cretans will find as fierce as DEMOSTHENES, demanded that the power of America should be put forth in behalf of the struggling Christians, and that our flag should go forth in the panoply of *war*, so as to carry terror to the soul of the Turk. Much eloquence was expended on this point; and when it is translated into Greek, and read on the top of Mount Ida, it will sound like the blast of a trumpet heralding the advance of an American army. Neither the Cretans nor the Turks can be expected to know the difference between a State Senator and a Senator of the United States, and, in this way also, the words of our Albany sympathizers will assume a preponderant importance in the eyes of Crete. We do not suppose there is either a citizen or a Senator in this country who supposes that the American Government is going to make war upon the Turks in behalf of Crete. And yet, at recent public meetings in this City and Boston, as well as in the Legislature of this and other States, distinguished speakers have spoken in such a way as could not but convey the idea that we would certainly do so. This sort of thing is extremely wrong, and does our country nothing but damage abroad, without in any manner aiding those who are the victims of our sympathy.

The System of Prohibition—The Publishers' Raid on Imported Books.

Those who would give the country some idea of how much short of absolute prohibition the extreme protectionists are likely to stop, might glance, if they had time, at the list of the tariff bills introduced during the past six years. The act of March, 1861, nearly doubled the tariff of 1857. This was supplemented by the act of August of the first named year. Six months later came another bill with another increase, and yet another in July, 1862. March, 1863, brought a new scheme and a further advance; and this again was amended by the sweeping measure of June, 1864—the latter being further amended with a view to higher rates in March, 1865. Three more amendments were put through in 1866; and now we have the eleventh attempt in the same line within half a dozen years, all looking, so far as the great consuming public can see or believe, not to a fair system of incidental protection to home industry, founded on the revenue necessities of the Government, but to ultimate prohibition, in the interest of a small, but wealthy and unscrupulously selfish class.

There is no financier whose opinion is worth anything but knows that the maximum of revenue from customs, in so far as an increase of the tariff can affect receipts, has already been reached. And it is likely even to become shortly apparent to persons of the most ordinary intelligence that the maximum of profit to manufacturers derivable from a hostile tariff has likewise been reached.

The work of the prohibitionists has been already sufficiently overdone to expose the fallacy of their measures. Even the reinforcement of their lists by an army of native publishers, who steal (or used to steal) three-fourths of all their reprints that have any permanent value, can hardly do much to shield the weakness and evils of the whole Chinese system from exposure. For the last named class of prohibitionists there is really less excuse than for any other. They are in most cases the printers and publishers of books who have made liberal fortunes in their trade. By the absence of an international copyright law, they have got, ever since the publishing business became of any account in the United States, the most valuable part of their material, for nothing—absolutely nothing. In some rare cases where the reprint of a foreign author's works brought them enormous returns, they have doled out a gratuity for his benefit—where he could recover nothing against them at law. By this means, and by the facilities afforded in this country for advertising and for rapidly mailing publications to all parts of the country, a vast business in time grew up. Books were bought because there was a vast reading population. They were sold cheap because of the facilities for reproduction of which we speak, and because the protectionist monopolies had not then put printing paper and printing materials generally up to the exorbitant figures at which they stand to-day. There was mutual benefit and mutual confidence between reader and publisher. The books were sold at rates which could not be more than an average of about one-third what the same class of publications would cost to-day. But they brought enterprising publishers, as a rule, good and liberal returns, and in many cases splendid fortunes.

In 1860 the duties on books were *eight* per cent.; in 1863, fifteen per cent.; in 1865, twenty-five per cent.; and now the publishers' raid in Washington is intended to compass the enactment of a clause in the new tariff bill by which a duty of 35 per cent., *ad valorem*, shall be charged upon all books, pamphlets, &c., printed in the English language and published since 1840. Attached to this is the provision that no books published since the date specified, and paying *ad valorem* duty, shall be admitted for entry "at an invoiced value *less than fifty per cent. of their retail price at the place of publication.*"

Some of our most enterprising importers of books make large purchases every season in England and on the European Continent at trade and other book auction sales. Very often they may buy in this manner a valuable book for a quarter of a dollar which has been originally sold at a dollar as the retail price. The importer, when his shipment reaches New-York, shows his invoice in perfect good faith. The actual price to him was twenty-five cents. He could have sold it here for fifty cents, and paid thirty-five per cent. duty upon its cost, as the law provides. But the mere fact of the book having appeared in the foreign retail-shops at the market price of one dollar, compels the importer to deny his customers the benefit of his enterprise in buying in any cheaper market than these retail shops. The thing he paid a quarter for pays duty here on an invoiced value of not less than fifty cents! Can anything be more foolishly unjust than this? Unjust not alone to the multitude of American readers, but unjust as to the interests of the Treasury as well. The proposition clearly discourages an enterprising bookseller from serving his customers here at the lowest possible rates, and thus surely lessens the amount of importation and substracts so much from the customs revenue. If the object is to ignore revenue considerations altogether, why not have a prohibitory tariff at once? If nothing is to be considered—no educational interests, no taste which has grown up among our people generally, and no culture in our better circles which demands the importation of works impossible of reproduction by *any* American house—if all these great social considerations weigh nothing with the prohibitionists, and the fiscal requirements of the Government are equally matters of indifference to them, let them tax every foreign-printed book from ATHELSTAN to WHEWELL, five hundred per cent. on its invoiced value.

There are other features of this protection scheme that might readily invite comment were the subject to be treated more in detail. It may be well enough to put a lower *ad valorem* tax on foreign books published prior to 1840, but why turn with such indignation upon American works reproduced abroad and reimported here? Why treat them with the indignity of taxing them so much per pound avoirdupois, as if they were consignments for waste-paper merchants of Ann-street? And why, beyond all, raise in any shape or form the taxes on knowledge in the country of free schools and free Government?

IMPROVED CITY RAILROAD COMMUNICATION.—The House Committee of the Legislature has reported in favor of the new railroad Company known as the three-tier or three-story scheme of intra-mural transit. The Charter, if granted, will place the project in good, substantial, capable and earnest men's hands. As to the engineering difficulties to be overcome or the financial obstacles that may present themselves in purchasing the right of way, we cannot speak with any positive knowledge. But we have reason to be satisfied that the privileges conceded by the Legislature will be fairly used and with a view to immediate and practical operations.

Of the different underground schemes before the Legislature, the one which promises to be most substantial and most entitled to public favor, is that which accords with the propositions of Senator MURPHY'S Committee. Only one underground bill can possibly pass. It would not come into such competition with the elevated three-tier line as to damage either. Only *one* underground road can have any chance of being built in the next fifty years. In sound hands such a road would command capital and public confidence. The contest which has long been going on between different underground companies asking for charters is not a contest in the interest of the public. Some of those who are working for an act of incorporation are believed to be persons ready to sell out the charter the moment they get it. The Legislature should look carefully to this before sanctioning any compromise between the rivals, and give us one good bill with corporators who shall have some title to public confidence and regard. The pretensions of individuals should be swept aside at once in the interest of the public. New-York is impatient for some practical and prompt measures of relief against overcrowding. Her appeals ought not to be longer trifled with.

POPULAR LECTURES, PAST AND PRESENT.—We are happy to see such preëminent *savants* as Mr. AGASSIZ and Mr. GUYOT delivering courses of popular scientific lectures before the citizens of New-York. Within the last few years the public lecture has lost much of the importance it had ten or fifteen years since. New-York used to be a great and profitable field for lecturers during the Winter season, and we recall the names of many notabilities who used to draw crowds in the old Tabernacle, in Hope Chapel, and in the halls of societies and associations that were supported by the mercantile classes, by mechanics, clerks, &c. Literary subjects, scientific subjects, social and moral subjects, were treated of, to the advantage of the audience as well as the lecturer. If the speakers were not in all cases of the highest order, they were always able to instruct and improve their hearers; and it is unquestionable that they did much to spread the study of literature and science among the masses. We think that, on the whole, it is a misfortune that the lecturing system has fallen into decay, for if it did no more than furnish young men with frequent opportunities of passing leisure hours that might have been passed at worse places than the lecture-room, it subserved an important public purpose.

HOPE FOR THE DEMOCRATS.—A Democratic cotemporary is jubilant over the election of the Democratic candidate for Supervisor in Binghamton by a majority of five, and considers this Democratic triumph as the "turn of the tide in New-York State." We agree that the victory is a refreshing one to the Democracy, though it would have been greater and more impressive if the majority had been *six*, instead of the odd number. We suggest, however, that this Democratic Supervisor, this triumphant candidate, who has at last won a victory for his always defeated party, should now be given the opportunity on greater fields. Having "turned the tide," he might be able to drive it before him, and even ride on it wherever he pleased. Why not run him for Governor of the State of New-York, or better still, for President of the United States. He may step into either position if he can get a majority of five over the other party, or even less than that.

OUR TRADE WITH BRITISH AMERICA.—Mr. HATCH'S report on the trade of the United States and British America, which we publish in other columns of this morning's TIMES, is a paper of very great interest. The scope of it perhaps might be expected to be broader, and its bearing less prominently an argument in favor of new and improved means of accommodating the great trade of the West in finding an outlet to the seaboard. But the facts are well brought out, the reasoning does not appear to be strained, and there are many suggestions as to the natural lines of internal communication which cannot but command attention. The position of the Provinces as to some of their great industries—especially shipbuilding—is stated in a fair spirit and with sufficient conciseness.

Breach of Trust, and Forged Agreements.

The *Tribune* is still unhappy about the publication of the New-Orleans Riot report in the TIMES. Moved by the spur of Hon. Mr. ELIOT, they reluctantly and as insultingly as possible exonerate our Washington correspondent from blame, going beyond the pale of propriety to imply that they would not believe him, though they do believe Mr. ELIOT, as thus:

> "We are happy to believe on the authority of Mr. ELIOT that Mr. CROUNSE is not to blame in the matter, but this only transfers the responsibility for the treachery from Washington to New-York. Mr. CROUNSE does not trouble himself to make any explanation; possibly his employers may think it worth while to inform the public how they came to print a report which was given to their correspondent under a pledge that it should not be printed."

We tried yesterday to relieve the distress of the *Tribune* by informing whoever cared to know that the premature publication of the Riot report was entirely accidental, and attributable solely to the non-arrival of our correspondent's instructions. When the *Tribune* talks of "treachery," and intimates that the TIMES purposely published the Report in advance, it says what it knows to be untrue; we never intentionally broke faith in any engagement of the kind. And now, since our friends seem anxious to air their superior virtue, we will assist them to an interesting item. On the night of the 14th ult. we had telegraphed to us the Supreme Court Opinion on the Test Oath, a dispatch costing over $400. About 11 o'clock we received a note from the *Tribune* office, requesting us to send the dispatch to that paper, in accordance with an arrangement made with our Washington correspondent. Not having heard of such arrangement, we declined. Within half an hour a messenger returned, and exhibited what purported to be a telegram from Washington, signed J. R. YOUNG, stating that such an agreement had been made, and the *Tribune* was to have the decision. Still preferring to trust our own correspondent, and hearing nothing of the kind from him, we, for the third time, declined to send the slips. Another half hour elapsed, when the boy returned with a note, asking us to send back the *Tribune's* so-called Washington telegram, which we did. Suspecting that there might be something wrong in the matter, we subsequently inquired as to the alleged agreement, and here is the answer:

> Never agreed to divide Test Oath Decision with anybody but *Herald*. The report was our sole property, by previous arrangement, and no one could participate without my consent.
>
> L. L. CROUNSE.

This proved what we suspected: that the *Tribune*, finding it was going to be beaten in a matter of news, *invented* the pretended agreement in order to get that which did not belong to it. In view of its sudden spasm of indignation about the Riot report, charges of treachery, &c., we submit that the unfruitful dodge of our neighbor on the Test Oath is a clear case of what lawyers would call "endeavoring to obtain goods by false pretences." But possibly, after all, the *Tribune* "did not care to earn an ephemeral reputation for enterprise at the expense of honor."

CONNECTICUT.—The Union Convention to nominate a candidate for Congress in the Fourth (HUBBARD'S) District, will meet at Bridgeport this (Thursday) morning. The *Standard*, the leading Republican paper of the county, advocates the nomination of P. T. BARNUM, and says "it appears altogether probable that he will be selected." Mr. BARNUM has long been a citizen of Connecticut, and the people owe him no small debt of gratitude for the lively interest he has taken in their welfare and progress, and now the occasion for that recognition seems to have arrived. As he is one of those whose lucky star is almost always in the ascendant, no one will be surprised to hear, to-morrow, of his nomination, nor of his election when the time for that interesting process shall arrive.

WASHINGTON.

Reconstruction in the House—Passage of Mr. Stevens' Bill Providing Military Government for the South—The Tariff Bill in Committee—Business in the House—Amendatory Tax Bill—Departure of Gen. Sheridan.

Special Dispatches to the New-York Times.

WASHINGTON, Wednesday, Feb. 13.

We have had a day of unusual excitement and interest in the House, with results of corresponding importance. The bill to put all the Southern States under military law was up for final action. One great objection to the bill was that it contained no plan whatever for the restoration of civil authority or for the restoration of the Southern States to the Union. This objection Mr. BINGHAM, of Ohio, attempted to supply. He had prepared an amendment, providing that whenever the Constitutional Amendment should become valid and be adopted by any Southern State, and whenever such State should secure universal suffrage to all its people, then it should be admitted to representation; until that should be done the States should be under martial law, as provided by the main section of the bill. Mr. STEVENS refused to permit this amendment to be offered, and moved the previous question. The House voted that motion down by a large majority. Mr. BINGHAM then made an earnest and eloquent speech in support of his amendment. The Radicals opposed it on the ground that it would allow men who had been in rebellion to vote. Mr. BINGHAM admitted it, and said it admitted all to vote, but not to hold office. After some debate the previous question was moved on the motion to recommit the bill, for the purpose of inserting these amendments, and that motion was sustained. The Democrats had most of them, up to this time, voted with the friends of the amendment, but on the next vote they changed, and thus threw the power into the hands of its opponents. The motion to recommit was lost and the bill then passed on the gallop. The Democrats thus succeeded in excluding the great mass of the whites in all the Southern States from voting and in admitting all the blacks. As this was the distinct issue presented for their action, the Louisiana bill will undoubtedly be made the model for the new Governments in all the South, and it will give four or five of the Southern States to the absolute control of the blacks. The Southern people have the Democrats to thank for this result, and they console themselves by thinking that they did not commit themselves to the amendments. The vote on the passage of the bill was, ayes 109, noes 55, lacking one of two-thirds. Thirteen Republicans voted against the bill, as follows: Baker, of Illinois; Banks and Baldwin, of Massachusetts; Davis, of Kentucky; Defrees, of Indiana; Dodge, of New-York; Hawkins, of Tennessee; Kelso, of Missouri; Kuykendall, of Illinois; Raymond, of New-York; Stillwell, of Indiana; Francis Thomas and John L. Thomas, Jr., of Maryland.

THE TARIFF BILL IN COMMITTEE.

The members of the Ways and Means Committee commented severely in session to-day upon the reports put forth to the effect that they would hear no further delegations on the tariff. They heard to-day the marble workers and several other interests. They made no material changes in the rates of duty of the articles considered. The general tendency is to put things up.

BUSINESS IN THE HOUSE.

The House having disposed of the reconstruction question in every phase for the present, will now proceed to other business, of which there is a vast amount yet unfinished. There is scarcely a probability that the Amendatory Bank Bill will be reached, and RANDALL'S Anti-bank Bill certainly will not be.

EVENING SESSION IN THE SENATE.

The evening session of the Senate was consumed in passing unimportant measures, including bills relative to District of Columbia affairs. At the adjournment only five Senators were present, and so far as numbers are concerned the session was a farce.

AMENDATORY TAX BILL.

The House went into Committee of the Whole in its evening session, to-day, on the Amendatory Tax Bill, Mr. BOUTWELL in the chair. Mr. MORRILL spoke at length on the general features of the bill and the principles of taxation, quoting liberally from the past experience of our own and other countries to sustain his statements that a low rate of tax in some cases, whisky for instance, oftentimes resulted in a larger amount of revenue than a higher rate. His speech was replete with statistics regarding taxation and revenue in the different States of the Union, and was a strong argument in favor of the bill, as reported by the Committee, as a measure of revenue alone. Mr. DARLING followed, strongly advocating high rates of taxation on articles, such as tobacco and whisky, which are not absolute necessities, and attacking with much vigor the present system of revenue inspection. Mr. MCKEE sustained him in his objection to the inspection clause of the bill, as calculated to foster instead of decrease frauds in the production of spirituous liquors. After general debate had been prohibited by a rule of the House to that effect, considerable time was lost in making amendments of verbiage; and the Committee then proceeded to actual work on the bill. Mr. NOELL made an exhibition of his poor wit by offering an amendment providing that Gen. GRANT shall detail a Brigadier-General to superintend the execution of revenue laws in New-York. Nothing of importance was accomplished, and the House adjourned at 10 o'clock.

DEPARTURE OF GEN. SHERIDAN.

Gen. SHERIDAN, accompanied by Gen. FORSYTH and Col. TOM MOORE, of his staff, started on their return to New-Orleans this evening. The General will halt at Cincinnati, and visit his home, which is near there, and then proceed to his post of duty.

COLLECTOR OF CUSTOMS AT BOSTON.

Hon. GEORGE BANCROFT has declined the nomination of Collector of Customs at Boston, and his name was withdrawn from the Senate to-day. Hon. D. W. GOOCH, member from Massachusetts in the Thirty-eighth Congress, and Mr. CLIFFORD, a Boston lawyer, are strongly urged for the Collectorship.

Business at the General Land-Office—Loss of the Bark Ella Virginia—The Railroad Across the Isthmus—The R. R. Cuyler Released—Business in the Supreme Court—Conscience-Money—Seven-Thirty Bonds—Navy Gazette.

To the Associated Press.

WASHINGTON, Wednesday, Feb. 13.

The Commissioner of the General Land Office has just received returns showing that 30,552 acres of the public lands were disposed of during January last at the following local offices: St. Cloud, Minn., 28,522 acres; Nebraska City, Nebraska, 2,030 acres. The greater portion of the land was located with Agricultural College scrip, and the remainder was taken under the Homestead act.

The Commissioner has transmitted to the Governor of Minnesota a certified transcript of two approved lists of lands enuring to the State to aid in the construction of the St. Paul and Pacific Railroad, containing in the aggregate 173,921 acres. The Indian Bureau has just concluded a treaty with the Kaw Indians by which they are compelled to remove from the lands now occupied by them in Kansas.

LOSS OF THE BARK ELLA VIRGINIA.

Our Consul at Zanzibar advises the State Department of the loss on the 30th of July last, of the bark *Ella Virginia*, of New-York, on Faregalane Point, at the entrance of Quiltimane River. She is said to have been owned by RUFUS GREEN & Co., of Providence. The supercargo reports the vessel a total loss, but the cargo was saved in a damaged condition and taken to Quiltimane for sale.

THE RAILROAD ACROSS THE ISTHMUS.

The President to-day communicated to the Senate, in response to a resolution of the 6th inst., several documents concerning the controversy between the Tehuantepec Transit Company, of New-York, and the Louisiana Transit Company. A grant to the former by President JUAREZ was made Oct. 18, 1866, for a railroad across the Isthmus. The latter claim the grant and franchise under a privilege conceded Oct. 25, 1860, with an extension of the same by MAXIMILIAN Oct. 12, 1866. The Company claiming under JUAREZ maintain that the former grant had lapsed from length of time. Opinions of CALEB CUSHING and REVERDY JOHNSON, and other papers relating to the case are included. No final result is indicated.

THE R. R. CUYLER RELEASED.

The Attorney-General has decided to allow the steamer *R. R. Cuyler* to proceed on her voyage after giving bonds to the Government for a sum double the value of the vessel and cargo not to violate the neutrality laws. It will be remembered the *Cuyler* was seized about one week ago with a cargo of arms and ammunition on the charge of an attempt to violate the neutrality laws, she having been fitted out in New-York to sail for the United States of Colombia. It is not improbable that the Columbian Government, through their representative, Gen. SALGAR, will agree to take possession of the vessel here, in which case the bond will not be required.

UNITED STATES SUPREME COURT.

The following decisions were rendered to-day:

No. 108.—Hadden et al., plaintiffs in error, vs. Barney.—Error to the Circuit Court for the Southern District of New York; judgment affirmed with costs. Opinion by Justice Field.

No. 106.—Howard Fire Insurance Company, plaintiffs in error, vs. Chase; judgment affirmed with costs and interest. Opinion by Justice Davis, Justice Miller dissenting. Case from the Maine District Court.

No. 117. Nash and others, plaintiffs in error, vs. Towne et al., error to the Circuit Court for the District of Wisconsin. Judgment affirmed with costs and interests. Opinion by Justice CLIFFORD.

No. 119. Hansbrough et al., appellants, vs. Peck; appeal from the Circuit Court for the Northern District of Illinois. Opinion by Justice NELSON.

No. 127. The Mayor, &c., of New-York, plaintiffs in error, vs. Sheffield.—Error to the Circuit Court for the Southern District of New-York. Mr. Justice MILLER delivered the opinion of the Court in this cause, affirming the judgment below, with costs. The judgment in the case was against the City of New-York for $10,000, for injuries sustained by the plaintiff, a citizen of Rhode Island, No. 1,857. The plaintiff fell over a stump at the lower end of the City Hall Park, and was so injured that he did not recover until after long suffering and the expenditure of over $3,000 for medical attendance, &c. The Court now holds that the City authorities, having thrown a portion of the Park into the street, and having at the time it was done the legal estate and the present use of the ground and having subsequently treated it as a portion of the public street, and taken charge of it as such, the same as any other street, it cannot now plead a want of authority to do the act; nor can it set up the pledge of the public parks and real estate of the city for the redemption of the city debt. It will be time enough to consider that question when it is raised by a creditor of the city. The city of course had notice of the obstacle over which the plaintiff fell, for the stump was left by the city authorities in the condition in which it was when he fell over it.

No. 185. Supervisors of Rock Island County, plaintiffs in error, vs. United States ex rel. State Bank. Error to Circuit Court for Northern District of Illinois. Judgment affirmed with costs. Opinion by Mr. Justice SWAYNE.

CONSCIENCE MONEY.

Treasurer SPINNER has received a letter from Brevet Major W. S. WAINWRIGHT, Assistant Quartermaster, dated Chattanooga, Tenn., Feb. 8, inclosing $50 "conscience money" received by him from an ex-employe of the Quartermaster's Department, who stated that he had changed his course of life, and desired to make reparation for that amount of which he robbed the Government while in the service. Five dollars in addition to this amount were received from a party at East Liverpool, Ohio.

SEVEN-THIRTY BONDS.

To facilitate the conversion of 7.30 bonds due August, 1867, the Secretary of the Treasury has decided to pay express charges until March 31 on 7.30 bonds transmitted to Washington for conversion, and also the express charges on bonds sent in return. Holders of 7.30 bonds falling due in August, forwarding the same before March 31, can feel certain of getting a prompt return of the bonds, while if conversion is delayed until nearer August, the pressure for conversion will be so great as to prevent a prompt return of the bonds.

NAVY GAZETTE.

Acting Ensign T. G. Watson, has been ordered to duty at the naval station, Mound City, Illinois; Acting Ensign Oscar W. Farnholt has been ordered to duty on board the receiving ship *New-Hampshire*; the appointment of Acting Ensign E. W. Halcro of the receiving ship *New-Hampshire*, has been revoked; Midshipman W. E. Harman has resigned.

THE RINDERPEST IN THE NETHERLANDS.

United States Minister EWING writes from the Hague on Jan. 21st, that the loss of cattle by Rinderpest, in the Netherlands, was for the week ending Dec. 22, 5,773; for the week ending Dec. 29, 5,832; for the week ending Jan. 5, 4,988; and that the impression prevailed that the malady was on the decline there, but that it had crossed into Prussia, and threatens Belgium and France. As the disease is believed to be decidedly marked by congestion as one of its leading symptoms, it has been proposed that the treatment so strongly advocated by Dr. MERRILL of New-York for diseases of this type, be tried. He advocates the administration of pure chloroform, not to be inhaled but to be swallowed in teaspoonful doses until sleep is produced. This is the dose for human adults, but for cattle it would probably have to be larger.

THE FORT KEARNY MASSACRE.

It is expected that the Commissioners appointed to proceed to Fort Kearny and investigate all the circumstances attending the recent massacre of United States troops by the Indians, will leave Omaha about the 25th inst. The subject was discussed in Cabinet meeting yesterday, with a view of having instructions prepared for the Commissioners by the Secretary of the Interior, and have them begin an investigation at an early day.

RECOGNITION OF CONSULS.

The President has recognized Guido Van Grabow, as Consul-General of Russia in New-York; Robert William Welch, Vice-Consul of Prussia at Key West, Fla.; Laurent Cockelet, Consul of France at Richmond, Va.; Frederick Wilhelm Hasewenckel, Consul of Prussia at Richmond, Va. Ferdinando de Luca

Consul-General of Italy to reside at New-York; Francisco A. Guledo, Consul-General of the United States of Colombia at New-York, and Jose Jermon Ribon, Consul of Salvador at New-York.

KANSAS INDIAN DELEGATION.

The Commission of Indian Affairs yesterday had a second interview with the delegations of the various Indian tribes from Kansas, now on a visit to this city for the purpose of making arrangements to move from Kansas into the Indian country. The interview lasted for a time, but no treaty was completed.

THE AMENDATORY TARIFF BILL.

The Committee on Ways and Means will not probably report on the Amendatory Tariff Bill for a week to come. They have raised the duty on jute, hemp, flax, wool and iron above the rates in the Senate's substitute, and so of other articles.

INTERNAL REVENUE RECEIPTS.

It appears from an official document that the internal revenue receipts from Maryland for the years 1864–5–6 amounted to over $16,000,000.

LEAGUE ISLAND.

The friends and opponents of League Island as a Navy-yard are here in strong force, seeking to influence the action of Congress.

MEXICO.

Dispatches from Maximilian for France—Dispatches for Our Consul at New-Orleans—Maximilian Still at the Capital—French Troops all Gone—Foreigners Leaving the Country.

New-Orleans, Wednesday, Feb. 13.

The French steamer *Tabasco*, eight days from Vera Cruz, has arrived, with telegrams for France from Maximilian and a bag of important dispatches for the United States Consul from Vera Cruz.

Maximilian was at the National Palace in the City of Mexico. It was rumored that he would abdicate after the French depart. A contrary report says he would remain and fight it out.

Marshal Bazaine and the last detachment of French troops would leave the Capital on Feb. 15.

There were no French transports at Vera Cruz when the *Tabasco* left; but the United States gunboat *Tahoma* was lying in port.

Foreigners were leaving Mexico as rapidly as they could.

The steamer *Alabama*, from New-York, had arrived at Vera Cruz.

Everything is reported to be in confusion in the vicinity of Vera Cruz.

Among the passengers on the *Tabasco*, is Col. Dupel, of Maximilian's household.

WESTERN NAVIGATION.

The Mississippi River Convention at St. Louis.

St. Louis, Wednesday, Feb. 13.

The River Convention reassembled at 10 o'clock this morning, President McPherson in the chair.

A large number of delegates were present who had arrived since yesterday's session.

Mr. Barton Able, of the Committee on Resolutions, announced the following names as the Committee:

Indiana, Charles H. Mekin, A. F. Wemple; Pennsylvania, R. C. Gray, Joseph Knapp; Minnesota, E. D. Williams, W. D. Washburn; Illinois, Wm. Eggleston, O. C. Skinner; Tennessee, W. B. Graw, H. Hines; Ohio, Theo. Cook, A. T. Gashern; Wisconsin, R. C. Libby, Major E. Paine; Missouri, Judge Samuel Treat, James B. Earls; Louisiana, W. Jeff. Thompson, E. B. Briggs; Kentucky, R. H. Walford, B. C. Live; Michigan, J. C. Joy, A. W. Copeland; Iowa, Gen. H. L. Reed, H. W. Stars.

The Chairman of the Committee on Credentials reported a corrected list of delegates, which occupied a long time.

Gen. Vanderveer, of Iowa, moved that Mr. J. E. Abott, who had been engaged as a civil engineer with Gen. Wilson in the survey of the Upper Mississippi, be requested to address the Convention, giving such information in relation to the survey as he thought fit. Mr. Abott took the stand and entered into a detailed statement of the surveys made by Gen. Wilson and the Engineer Corps, which abounded in facts and figures, from which much information was given to the Convention. Mr. Abott gave a full account of all the obstructions in the different rapids, and gave the figures, which will be of great benefit to the Convention, and will be considered by the Committee on Resolutions. Much discussion was had in referring matters to the different Committees; when, on motion, Prof. Waterhouse, of St. Louis, was invited to take the stand, and he proceeded to read a paper involving the whole question of river improvements.

The Convention then adjourned until 3 o'clock.

The following is the substance of Mr. Abott's speech before the River Convention to-day. Mr. Abott entered into a detailed statement of the surveys made by Gen. Wilson and the Engineer Corps, from which we obtain the following abstract. The features of the Upper and Lower rapids differ in the matter, that although the same volume of water passes each, the upper rapids is only 2,000 feet wide, while the lower is 5,000 feet wide, and thus the water at the lower is shallow, and necessitates a different method of improvement at the lower rapids. It follows that the lower rapids must be improved by a canal 8 7-10 miles in length, and 600 feet wide, with two lift-locks in which the velocity of the current will be one mile per hour, affording a large water power which could only be counteracted by the passage of twenty-four boats through the canal each hour, the upper rapids, on the contrary, have deep water comparatively, and can be improved by cutting out the natural channel, in doing which the largest excavation would be made at Molline Chain, when would occur the phenomenon of rather retarding, than increasing the volume of the water, at the same time the channel would be widened, the inclined plane would be extended and the rapidity of the current would be lessened. The positions were sustained by a minute statement of the surveys, in course of which Mr. C. stated the cost of work on the upper rapids at $750,000, and by making the improvement there as suggested, and not by canal $275,000 would be saved, which would nearly defray the cost of constructing a canal at the lower rapids, where such improvements are absolutely necessary.

AFTERNOON SESSION.

Immediately after being called to order by Mr. Cook, of Ohio, Chairman of the Convention, the Committee on Resolutions reported the following:

In order to bring before this Convention the distinct propositions to be considered, your Committee recommend the following resolutions:

1. *Resolved*, That the interests of the whole Mississippi Valley require the immediate improvement by the National Government of the Mississippi River from the Balize to the Falls of St. Anthony, including especially the bar at the Balize, the upper and lower rapids, and the removal of the obstructions above these rapids, and also the Ohio River from Cairo to Pittsburg, and especially the work at the falls of the Ohio; said improvements to secure the navigation of said rivers free from all tolls or tribute.

2. *Resolved*, That the vast importance of such action as will secure the needed improvements, at an early day, of the following rivers, is commended to the favorable and earnest consideration of Congress, viz.: the Missouri River from the mouth to Fort Benton; the Illinois River, the Red River, the Tennessee River to Chattanooga, the Wisconsin River to the Fox River, the Arkansas River to Fort Smith, and the Cumberland River to Nashville.

3. That when the financial condition of the country may justify, Congress be requested to cause proper investigations to be made as to the necessity of improving hereafter all the other rivers of the Mississippi Valley.

4. *Resolved*, That Congress should so legislate on the subject of bridging the Mississippi and other navigable rivers of the United States, as will while recognizing the equal importance of railroad and river transportation, harmonize the interests, by securing proper facilities for both. Your Committee recommend in furtherance of the foregoing objects, the appointment of a Committee consisting of one member from each State represented in this Convention, with a Sub-Committee of five to prepare a memorial to Congress demonstrating the national importance of said objects, and that each member of said General Committee report to said Sub-Committee such statistics as will facilitate its work.

It is further recommended that the resolutions adopted and the memorial be forwarded to Congress in the name of this Convention by the President, and that copies thereof be furnished each Senator and Representative from the Mississippi Valley.

Mr. Eads, of St. Louis, moved to include the Missouri River in the above resolution; and, to sustain his motion, argued to show the importance of that river as a channel of communication.

The motion of Mr. Eads led to a warm debate, during which the claims of the various rivers were argued. A motion was made to include the Illinois River in case the motion of Mr. Eads was insisted on. Finally Mr. Eads withdrew his motion. A delegate from Iowa offered the following amendment that the improvement of the rapids should be urged as the primary object of the Convention. This led to further debate, and the amendment was withdrawn, and the resolutions adopted singly, without amendment.

A Memorial Committee, consisting of one from each State represented in the Convention, was then appointed. The following are the names of the Committee: W. H. Hainson, Tennessee; D. B. Richards, Iowa; C. H. Mekin, Indiana; T. Cook, Ohio; S. P. Wetherbee, Wisconsin; R. C. Sire, Kentucky; T. H. Budek, Louisiana; John Dougherty, Illinois; H. M. Rice, Minnesota; J. M. Knapp, Pennsylvania; C. L. Tucker, Missouri.

Complimentary resolutions were then passed thanking the officers of the Convention for the able performance of their duties, and the citizens of St. Louis for their kind attentions to the delegates, when the Convention adjourned *sine die*. Before the Convention finally adjourned the delegates accepted an invitation from the citizens of St Louis to attend a banquet at the Lindell House.

Gen. Butler Before the Maine Legislature.

Augusta, Me., Wednesday, Feb. 13.

Gen. Butler addressed this afternoon both branches of the Legislature, in response to an invitation from that body. The audience was one of the largest ever assembled in the Representatives' Hall, the galleries and floor being crowded to excess. Gov. Chamberlain and suite and the heads of Departments were present.

The substance of Gen. Butler's address was upon the mischief of the Government that impeachment was intended to remedy, what were impeachable offences, and the manner in which the impeachmen and trial were to be conducted, the consequences of conviction, the right of removal, and the suspension of the officer while being tried.

Reconstruction in the Maine Legislature.

Augusta, Me., Wednesday, Feb. 13.

The Committee on Federal Relations reported the following resolutions in the House to-day:

Resolved, That political power being an inherent right of the citizen, impartial suffrage should be made the uniform rule of all the States of the Union, either by authority already possessed by Congress or by the necessary amendment of the Constitution of the United States.

Resolved, That the present State Governments of the recently rebel States, excepting Tennessee, were established outside of the legal authority of the nation, and without the sanction of the people whom they assume to represent, and that it is the duty of Congress to amend them and to adopt the necessary steps for instituting loyal State Governments, which shall afford liberty and protection to all the people over whom they exercise authority.

Election of United States Senator in Louisiana—Seizure of Distilleries.

New-Orleans, Wednesday, Feb. 13.

Hon. G. Williamson, of Shreveport, formerly of Gen. Polk's staff, was yesterday elected United States Senator.

Several distilleries have lately been seized by the United States Marshal, for infraction of the Revenue Laws—frauds upon Government proportionally equal to those in the East and West.

The announcement of the passage of Eliot's bill in the House is calmly received, and barely commented upon.

The Election in Binghamton.

Binghamton, Wednesday, Feb. 13.

The report of the election sent from this place last night was incorrect. Binghamton elected the Union ticket by an average majority of 170, being only 100 less than on the vote for Governor last Fall. Excepting that personal piques or preferences gave Rice (Dem.) five majority, and made a tie on Assessor, every town in the county elected the Union ticket yesterday—a gain of two towns. Local quarrels in Colesville (strong Union) give a Democratic Supervisor.

The Missouri Legislature—Murder and Suicide.

St. Louis, Wednesday, Feb. 13.

A proposition was brought before the Missouri Senate yesterday to amend the Constitution by striking out the word "white" wherever it occurred in that instrument.

A man named Nichols murdered his wife and two children in Brookfield, Mo., on Sunday night, and then killed himself.

Connecticut Politics.

Norwich, Ct., Wednesday, Feb. 13.

The Republican Convention held here to-day nominated Hon. H. H. Starkweather, of Norwich, for Congress. Mr. Brandegee, the present incumbent, received 26 votes, Starkweather 59, all others 20. Every town in the district was represented.

Suicide of a Boy in Boston.

Boston, Wednesday, Feb. 13.

Frederick Colby, 15 years of age, committed suicide in Lawrence this morning by shooting himself.

J. M. Usher, the State agent from Massachusetts for the Paris Exposition, sailed for Europe to-day.

The Louisville Mayoralty.

Louisville, Wednesday, Feb. 13.

In the Court of Common Pleas, during the discussion of the effect of the recent decision of the Court of Appeals, James Lithgow, Acting Mayor, withdrew his defence, whereupon the Court ordered Tompfert reinstated. He will resume the Mayoralty to-morrow.

Chicago Financial Statement.

Chicago, Wednesday, Feb. 13.

The City Comptroller's financial statement for the month of January gives the receipts from various sources amounting to $209,434 44; expenditures, $436,058 42.

AMUSEMENTS.

French Theatre.—The attendance last night was slim on the occasion of the repetition of "La Traviata." The work itself cannot be expected to draw. It has been played in this City far more often than in any capital in Europe. Graceful and pleasant as it may be in the matter of melody and feeling, it is no longer fresh or strong enough for a new career. An occasional performance is justified only by the importance of the artists who take part in it. On Monday, when Mr. Mora brought out the work, the performance was by no means impressive, but allowances were properly made for the difficulties of an opening night, and the embarrassment which artists, new to each other, must necessarily have felt. On the second performance these drawbacks may be regarded as having ceased. The undertaking stands or falls on its own merits. We fear that it will do the latter. It were vain to conceal the fact that Mme. Altieri's success does not justify the hope of anything like sustained popularity. Her *Violetta* is remarkably animated as a piece of acting, tending we think to over-elaboration, but generally graceful and effective. In dramatic strength—broad, positive, irresistible command of the sympathies—it has often been excelled. The *rôle* admits of two interpretations—the one gay, trivial and hollow, expressive of a weak nature; the other reckless, desperate and pathetic, expressive of a sad condition. Mme. Altieri selects the first; Mme. Gazzaniga chose the second, and the sympathies of the public were with her. The character, we think, is one of stern, sacrificial love, ending in death; not of airy trifling with the passion, ending in a change of lovers. Thus, while we recognize much that was good in Mme. Altieri's acting in the early part of the drama, we found it inconsistent with what followed. In a musical point of view Mme. Altieri has had many superiors. Her voice is neither powerful nor melodious. Its compass is of medium extent, but its intonation is uncertain, and the lady's execution is only passable. Her best effort last evening was in the first act, (*ah force e lui*,) but even this was marred by a style entirely at variance with the sentiment of the piece. It failed in consequence to attract attention. Elsewhere we looked in vain for those characteristics which we had been led to expect in a lady who has been ranked next to Malibran and Sontag. Injudicious praise has perhaps placed her too high. It is certain that she has much to learn before she can rank with the average of the artists who during the past ten years have sung at the Academy of Music. The general performance of the opera was about the same as on Monday night.

On Friday night "Il Trovatore" will be performed, when Mlle. Naddie will appear as *Leonora*.

Theatre Francais.—One of the best actresses ever brought to this City, Mme. Larmet, makes her *rentrée* here to-night in the beautiful drama of "Un duel sous Richelieu." The piece itself is a sufficient attraction. It gains, however, additional interest by the restoration of this fine *artiste* to a *rôle* in which her peculiarly graceful and distinguished manners are seen to such eminent advantage. After the drama a vaudeville called "Un Mari Brule" will be played.

Soirees of Chamber Music.—Messrs. Wm. Mason, Theodore Thomas, J. Mosenthal, G. Matzka and F. Bergner commence their twelfth season of Chamber music at Steinway Hall to-night. The series is unusually short, owing, we suppose, to Mr. Thomas' departure for Europe, which will take place early in the Spring. We have often spoken of these entertainments. They do not appeal to the masses, and have indeed to depend on the few who comprehend music in its relations to the mind, rather than the passions. It is altogether a matter of love with the distinguished artists we have named, for the pecuniary result at the end of the season can neither be seen nor spoken of. Quartette playing cultivates the taste, and brings to a true musical temperament a due and grateful restraint. We trust sincerely that the brief season now announced may be entirely successful. The programme for to-night is as follows: Divertimento No. 1 in D, by Mozart; Trio for piano, violin and violoncello in E flat, opus 1, by Beethoven; Quartette for stringed instruments in A minor, opus 41, by Schumann. The concert begins at 8 o'clock precisely.

"Ours" in Brooklyn.—Mr. Lester Wallack, profiting by the experience of last Friday night in Brooklyn, will present a second time to-morrow evening the popular comedy of "Ours." Mr. Wallack, Mr. Charles Fisher, Miss Mary Gannon, Mrs. Sedley Brown and Miss Fanny Morant are in the cast, and the "grand military stage band" is by no means forgotten. The seats, we understand, were nearly if not quite all sold day before yesterday, and as usual the early birds, known and despised among men as speculators, secured the pleasant worms of tickets in more than fair proportion. There is no reason why any man, speculator or whatever, should be debarred from purchasing a reasonable number of tickets, and when purchased the owners can do with them as they will; but the public convenience and interest would be far better conserved if managers were more careful. So far as the Academy is concerned, these complaints are rarely heard. The ticket-agent, Mr. Gillet, deserves commendation for the resolution with which he resists the attempts of these dealers in oblong pasteboard, these contemners of popular comfort. But occasionally some conscientious manager, with a *bona fide* attraction, announces a performance, and then, with a foresight and enterprise that would be commendable in any reputable avocation, the aforesaid birds of prey manage in some unknown but effectual way to obtain hundreds of the most desirable seats—seats which they will part with only for a con-sid-e-ra-tion. For the sake of all concerned the habit should be broken.

"The Barber" To-night.—It will doubtless gratify Mr. Maretzek to know that several large parties, proposed originally for this evening, in the City of Brooklyn, have been postponed on account of the opera. It is believed in "official circles," by persons "well informed," that the Academy will be packed to-night, and that the reception given to the "Barber" will be cordial and immense. Certainly the cast is of the best, comprising the names of Miss Kellogg, Baragli, Bellini, Antonucci and our comical friend Ronconi. Mr. Torriani will grimly guide the orchestral forces.

The Philharmonic Concert, New-Haven.—The first of a series of this class of entertainments was given in New-Haven on Monday evening. The performance comprised selections from Beethoven, Von Weber, Rossini, Berlioz, Wallace and others. Beethoven's sixth symphony was performed by an orchestra of about thirty, mostly from New-York, under the guidance of Gustave J. Stoeckel, of New-Haven, a painstaking and conscientious musician, and was listened to by an appreciative audience. The vocal attraction was Miss Marie Brainerd, who sung Beethoven's grand aria, "Ah Perfida," "L'Estasi Waltz," by Arditi, and a selection from Wallace's "Lurline" in a manner which commanded the enthusiastic approval of the audience. The people of New-Haven should feel very much indebted to Dr. Stoeckel for preparing such a feast for them. The attraction for the next concert will be Beethoven's seventh symphony and the piano-forte playing of Mr. William Mason.

Fine Arts.

Tenth-street Studio Reception.—In continuation of the pleasant custom inaugurated recently by the artists who domicil at the studio building on Tenth-street, a reception was given on Saturday last, which was numerously and fashionably attended from 1 until 5 in the afternoon. In the studio of Mr. Gignoux were his completed "Early Winter," of whose marked excellence we have before written, and a partially finished picture a "Glimpse of the Jungfrau," which is full of majesty and grandeur. Admirable as are the more domestic productions of this artist, it would seem more especially his forte to treat of the rugged Alpine scenery, so suggestive to a bold executor, so pregnant with material and abounding in points of artistic beauty.

Mr. W. H. Beard exhibited in a new picture, not quite finished, all the quaint humor of the painter of the "Bears on a Bender."

S. R. Gifford has some fine effects of late Autumn, and a glowing sunset on the sea coast.

J. McEntee has in his studio several landscapes full of poetry and sentiment.

S. G. Guy, in a new painting, shows all the precision of drawing and force of colors, so remarkable in this artist.

William Hart, among several fine effects of Autumn, has now a sea piece with a brilliant sky and picturesque rocks.

Thomas Le Clear exhibits some very fine portraits vigorously painted.

R. W. Hubbard has a finished picture of Autumn, and a beginning of another effect which promises to be as successful.

J. K. Brown has one of his sweet little girls surrounded by foliage, by far his most important picture.

William J. Hays has, besides a buffalo life size, several subjects of the far West animal kingdom.

Robert W. Weir is making special studies of rainbow effects, and in a recent picture has succeeded admirably in transferring to canvas this solar phenomenon.

John Lafarge exhibits some flowers, wonderful in color and sentiment.

W. Whitridge has just finished a large upright picture of European scenery, an admirable effect, and is now engaged in a quiet lake scene in the Catskills.

A. D. Shattuck, so successful in pastoral landscape, is remarkably so in a new effort in which he is engaged.

Homer D. Martin has some fine views of the highly picturesque region of the Adirondack.

E. L. Fleury has several small pictures exquisite in color and in finish.

M. F. H. De Haas has completed his "Bombardment of New-Orleans," and it will be shortly exhibited to the public.

Launt Thompson has in his studio some fine busts, but has sent to the Paris Exhibition his most important works, his statue of Napoleon I., his Trapper, &c.

Political Items.

The Republican Congressional Convention for the Second District of Connecticut will be held at New-Haven on the 20th inst. The gentlemen most prominently spoken of for the nomination are the present member, Hon. S. L. Warner of Middletown, Col. Wm. B. Wooster of Derby and Gen. S. W. Kellogg of Waterbury.

A correspondent of the Columbus (Ohio) *Journal* nominates Gen. Columbus Delano as Republican candidate for Governor of that State, and says: "Licking County demands his nomination, and should I hear a second to my motion, we shall go before the people certain to redeem our Copperhead-ridden county."

A call is published, addressed to the workingmen of Connecticut, for a State Labor Convention at New-Haven, Feb. 22, to consider the expediency of nominating a State ticket, to appoint a State Central Committee, and to do any other business proper to be done at such Convention.

The temperance men of Michigan, at their State Convention, on the 8th inst., resolved not to organize a distinctive party, but to labor to secure the election of temperate men to office, under existing organizations, and with this view to attend more generally the primary meetings.

The so-called "Bolting Bill," to prevent the breaking up of a Legislature by members remaining away from the sessions, has passed the Indiana Senate by a vote of 26 to 16. It had previously passed the House.

A Republican State Convention is to be held at Lansing, Mich., on the 7th of March next, for the purpose of nominating a candidate for Chief-Justice, and two candidates for Regents of the University of Michigan.

The Minnesota House of Representatives, on the 8th inst., adopted an amendment to the State Constitution, striking out the word "white," by a unanimous vote.

A letter from Henry A. Wise, of Virginia, was read at a meeting of the Young Men's Democratic Club, at the Parker House, Boston, on Friday evening.

Suicide of a German.—At 3:30 o'clock yesterday afternoon Adam Casmer, 30 years of age and a native of Germany, committed suicide at his residence, No. 159 East Eleventh-street, by shooting himself through the head with a pistol. Supposed to be insane. The Coroner was duly notified.

LOCAL INTELLIGENCE.

An Appeal to the Citizens of Brooklyn on Behalf of the Association for Improving the Condition of the Poor.

At a meeting of the Board of Managers, held at the rooms of the Association on the evening of the 5th inst., the Executive Committee were instructed to present an appeal to the citizens of Brooklyn for additional aid.

The undersigned are confident that it will only be necessary to make the wants of the Association known to insure a noble response from its generous patrons—a response which will enable the Association to accomplish the work it has undertaken, and in some measure to relieve the poor of our city.

We invite attention to the following statement of the doings of the Association in a few of the most severe months of the year, during which the calls for assistance are the most urgent.

There were distributed in fuel, clothing, provisions and other necessaries:

In November, 1865, $254 41, to 482 persons.
In December, 1865, $1,227 59, to 1,926 persons.
In January, 1866, $6,234 26, to 9,330 persons.
In February, 1866, $5,831 25, to 3,108 persons.
In March, 1866, $2,306 04, to 2,300 persons.
In November, 1866, $607 38 to 900 persons.
In December, 1866, $2,117 91, to 2,257 persons.
In January, 1867, $8,931 29, to 10,226 persons.

We would respectfully and earnestly request the friends of the Association to compare the distributions of the past three months with those of the corresponding months of last year, as above given, and they will readily perceive that a much larger sum will doubtless be required during this month and the next than was distributed in the same months of last year. Upward of $8,000 were distributed during the two months of February and March of last year, and we now commence the month of February with a balance, after all bills are paid, of only about $2,000 in the treasury.

The question now is, What shall be done? Shall we distribute this balance and then inform all applicants that our treasury is exhausted and we can do no more? The hopes which they have entertained, excited by the temporary relief received, that they would be able to get through the hard Winter months until Spring should return and the demands for labor revive, will then be blasted; or shall we refuse some and give to others, and which of them? But of the ten thousand persons aided last month, how can we turn away five thousand or more, as we must do if our funds are not immediately increased?

The officers are now obliged to discriminate. They would very gladly assist all the poor of Brooklyn, but this is impossible. It would require more than $100,000, instead of $25,000, to aid all. This Society cannot take the place of the Superintendents of the Poor, but must, as far as possible, confine its distributions to those deserving persons who, from sickness or other unavoidable cause, are temporarily in distress.

If, then, you would have the Society continue to aid this class of our citizens, we must rely upon you to furnish the means.

We therefore most earnestly entreat those who have not this year contributed to this charitable work to do so at once; and those who have, to increase their subscriptions to the extent of their ability. Then each one so doing will be able to say, as one of old said of himself and of *his* beneficiaries:

> "When the ear heard me then it blessed me, and when the eye saw me then it gave witness to me. Because I delivered the poor that cried and the fatherless, and him that had none to help him—the blessing of him that was ready to perish came upon me, and I caused the widow's heart to sing for joy."

Subscriptions may be sent to the solicitor for your district, to either of the undersigned, or to Rev. Samuel Bayliss, General Agent, or Henry Rowland, Treasurer, at the office of the Association, No. 162 Joralemon-street, Brooklyn.

JAMES H. STORRS.
R. P. BUCK.
DWIGHT JOHNSON.
HARRY MESSENGER.
WM. H. MELLEN.
T. C. FANNING.
HUGH ALLEN.

Brooklyn, Feb. 11, 1867.

The Commissioners of the Sinking Fund and the Diversion of License Fees.

At a late meeting of the Commissioners of the Sinking Fund, the following preamble and resolutions, submitted by his Honor the Mayor, were adopted:

Whereas, An act is now before the Legislature which transfers from the Mayor's Office to the Police Department the business of licensing pawnbrokers and dealers in second-hand articles, &c., &c., and which provides that all license fees and fines and penalties shall be paid over to the Police Commissioners, to be placed to the credit of the fund from which the Police are paid; and

Whereas, By an ordinance adopted by the Common Council, Feb. 22, 1844, all such license fees were specifically pledged to the Sinking Fund for the payment of the principal of the City debt, and all such fines and penalties to the Sinking Fund for the payment of interest on such City debt: and

Whereas, By an act passed May 13, 1845, the Legislature of the State expressly declared that said ordinance should remain in full force until the whole of the Croton water debt should be redeemed; and

Whereas, The faith of the City and State is pledged to non-interference with the revenues specifically set apart for the Sinking Fund; therefore,

Resolved, That the Commissioners of the Sinking Fund, on behalf of public creditors, remonstrate against all legislation which diverts from the Sinking Fund the license fees, and fines and penalties aforesaid, or which interferes, in any way, with any revenues pledged as aforesaid to said fund.

The Broadway Fire.

Standard Fire Insurance Company,
No. 11 Wall-street, New-York, Feb. 13, 1867.

To the Editor of the New-York Times:

Your paper of this morning reports the "Standard" as losing $10,000 on the Appleton building. We had but $5,000. Please make the correction and oblige

WM. M. ST. JOHN, Secretary.

Mr. W. Howe, of No. 104 Leonard-street, requests us to state that his loss amounted to $2,000 and that he was uninsured.

POLICE TRIALS.

A Licensed Liquor-Store "Effectually Open"—Intoxicated Persons Must at Once be Taken Before a Magistrate—A Basket of Nuts—Burglary Cases, &c.

Before Commissioners Acton, Bosworth and Manierre.

The Police Department yesterday underwent the customary weekly inquisition. Some six score or more of cases were brought before the Commissioners and were relentlessly probed. This is the only department that we are aware of existing anywhere that not only employs a system by which alleged delinquents are brought before its chief officers, but also throws open the investigation to the public. The morning was devoted to charges made by "superior" officers against those under their command for neglect of duty or violation of rules.

A BLUNDER, BUT NOT A CRIME.

Patrolman Andrew Houston, of the Nineteenth Precinct, was charged with failing to arrest Philip Grennan, who keeps a liquor-store corner of Sixtieth-street and Third-avenue, at 2 o'clock on the morning of the 2d instant. It appears that Sergeant Burns found him in the store, and that he had been there for some time. Houston said that he was off duty, and returning home from the theatre, knocked at Grennan's door, as he wished to have an interview with him in reference to joining a secret order of which the officer was a member. Grennan slept there, and he considered the place "effectually closed." Mr. Acton intimated that it must have been "effectually open," or Houston would not have been admitted. The officer put in the further plea that he never drank a glass of liquor in his life, and the Sergeant stated that he had no doubt he was a strictly temperance man.

The officer in this case may have committed an indiscreet act, but as it was evidently done without evil intent, coupled with the somewhat rare and peculiar teetotal habits, he should not and probably will not suffer greatly in consequence.

JAY MORENESS' CASE.

Roundsman Moreness, (the facts of whose trial have appeared in the Times,) brought forward Justice Ledwith as a witness, and showed that he had no criminal intent in placing the money received for carcases of stolen oxen in the bank. The Judge stated that a final decision as to who the money belonged had not yet been rendered. No doubt Moreness acted in good faith throughout the whole transaction.

INTOXICATED PRISONERS BROUGHT INTO COURT.

Several charges were made by Court officers against patrolmen for bringing prisoners into Court in a state of intoxication. Heretofore it has been the rule in case a person was arrested in a state of intoxication to retain him at the station-house until sufficiently sober to make a clear statement, and it is also a rule in the Courts that a person in such a condition shall not be brought before a Judge. Recently patrolmen have been reprimanded by Judges for bringing drunken persons before them. The Police Commissioners, however, hold that section 21 of the Excise Law is mandatory in its application to this matter, and that it is the duty of the members of the police force to take all persons arrested for drunkenness immediately before a magistrate. The object of this section probably is to facilitate the finding out where the drunken person obtained his liquor. As it is a matter that has occasioned considerable dispute, we append the 21st section of the Excise Law:

"It shall be the duty of every sheriff, constable, officer or member of police to arrest any person who shall be intoxicated in the street, any public place, or places where strong and spirituous liquors, wines, ale or beer are sold, publicly kept or disposed of, and to take him before any magistrate of the same city or town; and if such magistrate shall, after due examination, deem him too much intoxicated to be examined, or to answer on oath correctly, the magistrate shall cause him to be confined until he shall become sober, and then to be brought before the magistrate, who shall examine him on oath or affirmation as to the cause [of] such intoxication, and ascertain from him from whom he obtained the liquor he shall have drank; but such examination shall not be used as evidence against such intoxicated person in any prosecution, civil or criminal, such intoxication being hereby declared to be an offence, punishable upon conviction by a fine of $10 and costs, and imprisonment until the same shall be paid, not exceeding ten days."

ABOUT A BASKET OF NUTS.

S. S. Bayter, merchant, of No. 36 New-street, a witness against Patrolman John C. Matthew, of the First Precinct, who was charged with "conduct unbecoming an officer," testified that about 3 o'clock on the afternoon of the 6th instant he came out of the Stock Exchange, and was in conversation with a gentleman, when Patrolman Matthew came along, and asked, "Whose basket is that standing there?" A vender of apples near by replied that the man who owned it had gone away, and left it in his charge; the officer said, "It has no business there," and kicked it over, spilling the nuts in the mud; a crowd gathered, but were afraid to say anything lest the officer should hit them with his club; witness reported at the station-house that an officer was acting disorderly.

H. P. Herrick, of No. 8 Wall-street, testified to about the same effect.

It appeared from the statement of the officer that at the time in question he was going to the bank to get his check cashed. He had neither club nor belt. A little past this basket an apple came near his head, apparently as though aimed at him; but he paid no attention to it. Soon after he saw an apple strike a gentleman in the chin. The man asked the policeman if he allowed such conduct, and pointed out the party who threw it. The officer went back and made the arrest. Quite a crowd gathered, and if he upset the basket it was done accidentally.

The witnesses averred that the upsetting was done on purpose, and an intimation was made that the officer was under the influence of liquor. The last charge was no doubt without foundation, as the officer immediately demanded that Capt. Warlow and his Sergeants should test him. They did so, and could find no evidence that he had drank any liquor.

BURGLARY CASES.

An unusual number of patrolmen were arraigned to account for the occurrence of burglaries on their post. In most cases premises were entered by false keys and the front doors left locked by the burglars, or entrance was effected from the rear, where officers are not expected to go.

Patrolmen John McDermott and Thomas Riley, of the 28th Precinct, were charged with allowing the Government bonded warehouse, Nos. 516 and 518 Washington-street, to be entered by burglars and goods to be taken away on the night of the 5th inst. without their discovering it.

Mr. Follett, the Government officer in charge of the building, testified that he left the store at five o'clock the preceding evening and locked the store lock. In the morning he found another lock on the door. On hitting the substitute lock with a hammer it gave way. He found on entering that three boxes of goods that usually constitute a load for a carman had been taken from the first floor. The goods he understood were valued at $3,500. Nothing was taken from the other floor.

The officers have a beat of eight blocks, and proved by several witnesses, including their superior officers; that they faithfully patrolled their post and tried their doors that night. The goods may have been taken away from the rear on West-street. The bow of the Government lock that had been broken was exhibited, and it was stated that the lock replaced was somewhat smaller than the original one. Probably, however, the difference was not such as it would be reasonable to expect a policeman to detect in the dark. These officers were fortunate in being able to prove that they were vigilant in the performance of their duty. But just now a word of caution to patrolmen is not out of place, because the frequency of burglaries is such that the Commissioners will be likely to enforce to its extreme rigor, the rule that whenever a burglary occurs on a man's post he must be able to satisfactorily account for its not being by him prevented or discovered.

Decisions in cases were as usual reserved.

GENERAL CITY NEWS.

Closing of the Evening Schools.—The closing exercises of the Evening Schools throughout the City took place last evening. The vast crowds of the friends of the pupils who thronged the various schoolrooms gave evidence of the deep interest that is felt for the cause of education. It was impossible for persons who did not arrive at the several schools in good time to get within many feet of the doors. Wherever our reporters went they found the pupils, whether in singing or in recitations, acquitting themselves well. The attendance at the Evening Schools throughout the Winter has been largely in excess of that of any previous year. Among the schools visited last evening, the one in North Moore-street (Thomas W. Conklin, Principal,) presented the most attractive features. The school for males in the Fourth Ward, the female school in the Thirteenth Ward, the male school in the Seventeenth Ward and the school in the Twenty-second Ward all presented scenes which were interesting and grand. The Evening Schools of the Metropolis are growing in popularity and usefulness, and the only question is whether the term is not too short for the desire on the part of the young people to improve themselves.

Free Reading Rooms.—Among the expedients adopted by the City Mission for reaching the people it would benefit, is that of furnishing its mission-stations with newspapers and magazines, especially for the use of working men, who would be glad of a comfortable place where they might spend a leisure hour pleasantly and profitably. The following mission-stations are suitably prepared for the purpose, and a good collection of newspapers, daily and weekly, pictorials, monthly magazines, &c., may always be found on hand free to all: No. 27 Greenwich-street, (under the auspices of the New-York Port Society;) No. 122 Leonard-street; No. 139 Canal-street; No. 60 Bleecker-street, and No. 273 West Twenty-fifth-street. Donations to further this object are much needed, and may be sent to the City Mission Rooms, No. 30 Bible House.

The Fog and the Ferries.—The fog which prevailed yesterday morning impeded navigation considerably, though no accidents are reported. The boat which connects with the Philadelphia train at South Amboy did not leave her slip yesterday in consequence of the fog, and passengers had either to return to the Monmouth Junction or cross over to Perth Amboy and take the Woodbridge Railroad. The Barclay-street boats of the Hoboken Ferry were detained an unusual length of time. The *John Fitch* left with a large crowd on board, and was carried down by the current to the Transatlantic Steamship Company's dock, where many of her passengers landed. The *Hoboken* lay in her slip for nearly an hour, but it appeared that it was not the fog, but a broken rudder-pin that detained her.

Personal.—A select and fashionable congregation filled the Seventeenth-st. Methodist Episcopal Church last evening. The occasion was the wedding of Rev. Wm. P. Corbitt, the pastor of the Church, and Miss Emma Case, daughter of Andrew Case, undertaker, in Grand-street. The ceremony was performed by Bishop Janes. About nine hundred invitations having been sent out, no explanation was needed as to why the edifice was so thoroughly and carefully filled with the *élite* of the Methodist Churches all over the City.

The Broadway Bridge.—The work of preparing for the erection of the bridge is proceeding vigorously. Operations have been commenced at each of the street-corners, and the necessary foundations will probably be ready in a few days.

Correction.—In our report of the alleged swindling conspiracy case against James B. Goggin, the name of Mr. Smith should have been given as Du Bois Smith—not Tobias.

The Case of Mr. Janssen, Consul of Oldenburg.

To the Editor of the New-York Times:

So many inquiries concerning the revocation by the President of the United States of the *exequatur* of Hon. Mr. Janssen as Consul of Oldenburg are being constantly addressed to me, especially by Consuls and other foreign representatives, that I deem it convenient to return a general answer to those inquiries through the medium of a public journal, having a wide circulation like your own, both at home and abroad.

In order that the case may be perfectly understood, let me begin by saying that late in the afternoon of the 28th of December, 1866, there was telegraphed from Washington to the several daily newspapers in New-York the President's proclamation, countersigned by Hon. W. H. Seward, Secretary of State, revoking the *exequatur* of Mr. Janssen, who had continuously from the year 1856, either as Vice-Consul or Consul, acceptably represented the Grand Duchy of Oldenburg at New-York.

The putting forth of that proclamation in the manner just mentioned was the first notice given to Mr. Janssen of the action of the President on the subject.

From the perusal of that document it is at once seen that the ground for the action taken by the President is alleged to consist in "the said Janssen having refused to appear in the Supreme Court of the State of New-York to answer in a suit there pending against him and others, on the plea that he is a Consular officer of Oldenburg, thus seeking to use his official position to defeat the ends of justice."

Now, while reserving the privilege of pointing out hereafter that Mr. Janssen would not have rendered himself liable to have his *exequatur* revoked, even if he had done all that is alleged against him in the President's Proclamation, yet, in the particular instance here under consideration, it must be denied most explicitly that there is any truth in those allegations. On the contrary, the fact is that Mr. Janssen did appear in the suit to which reference is made, or intended to be made by the President—that is, the suit of James Humphrey and Francis M. Bixby *vs.* Gerhard Janssen and others. That such appearance, in these words, viz.:

"*Supreme Court*—James Humphrey and Francis M. Bixby *vs.* Gerhard Janssen, William T. Williams, Leopold Schmidt and H. E. Ruperts:

Gentlemen: Please take notice that we are retained and appear as Attorneys for Gerhard Janssen, one of the defendants impleaded in the above entitled action, and that we hereby demand a copy of the plaintiff's complaint in the same to be served upon us at our office, No. 69 Wall-street, in the City of New-York.

Dated New-York, Dec. 28, 1866.

Yours, &c.,
FINCKE & LAPAUGH,
Attorneys for defendant Janssen.

To Terrance, Spaulding & Richardson, Plaintiff's Attorneys, No. 111 Broadway, New-York.

Was on the 30th of said December served on the above-named plaintiffs' attorneys, who, on the same day, admitted such service by indorsing upon such appearance the following, viz: "We hereby admit service of notice, of which the within is a copy, this 30th day of December, 1866.

TORRENCE, SPAULDING & RICHARDSON.
Plaintiffs' Attorneys."

By this record-evidence, therefore, in the very handwriting of the attorneys prosecuting Mr. Janssen, it is incontrovertibly proved that the statement in the proclamation as to "thesaid Janssen having refused to appear in the Supreme Court of the State of New-York," in the suit mentioned, is wholly without foundation.

Somebody, then, must have been misleading the State Department respectively, the President of the United States, by misinformation which induced the President to recite in an important official paper, and to publish, as if true, a statement which is not true, and to make it, at the same time, the basis of a high official act which involves a serious infraction on the part of the United States of the rights, not only of Mr. Janssen, but also of those of the friendly Power of Oldenburg, secured to the same by solemn treaty stipulation between the two nations.

I am, with great respect,
Your very obedient servant,
HENRY D. LAPAUGH,
Counsel to the Consulate of Oldenburg.

New-York, Feb. 13, 1867.

Merchants' Union Express Company—A Stockholder in Pursuit of Knowledge.

From the Buffalo Courier.

Editors Courier: I am a *bona fide* stockholder in the Merchants' Union Express Company, to the extent of 100 shares. These shares were obtained while I was engaged in a business in the State of Ohio, from which I have since retired. I am free to say that I subscribed for them because it seemed to me that there was money in the enterprise, and for the reason that I expected the dividends of the Company to aid me in supporting myself in genteel retirement. It seems to me, however, the "logic of events" is somewhat opposed to these pleasant theories. I have, with misgiving, and yet not without hope, responded to the several calls of the Company up to an aggregate of seventeen dollars per share. Judge of my present surprise when I am asked to disburse to the tune of eight dollars per share on another call, and, what is worse, am coolly informed that, in case I demur to this new and extraordinary demand, my stock will be confiscated.

I have been endeavoring, for some time, to ascertain how matters were progressing with the Company, but have been unable to find any one at "headquarters" who seemed to be any better posted than myself. Letters from friends and brother shareholders in Cincinnati, Chicago, St. Louis, Cleveland and other places, inform me that similar experiments have there been tried with a like result. These correspondents agree with me that our money is being scattered over the country with a prodigality which must, of necessity, destroy any legitimate business. Let me resort to figures for a moment:

The capital of the Company is $20,000,000. Seventeen per cent. (the aggregate of former calls) upon that amount gives $3,400,000. We are now called upon to pay eight per cent. more, amounting to $1,600,000, which, added to the sum collected in former calls, makes the handsome result of five millions of dollars. Is it wrong for the stockholders to inquire what disposition has been made of the three million four hundred thousand dollars before they consent to pay in this extra one million six hundred thousand? Besides, the receipts of the Company, up to the date of the last call, must be at least one million more; what then has been done with the three million four hundred thousand paid in by shareholders, and the one million in receipts—in all, four million four hundred thousand dollars? These are ponderous figures, Messrs. Editors, and this is an important question.

A circular issued by the Company under date of Jan. 26, 1866, informs the stockholders that the enterprise is "a complete success." A complete success when four million four hundred thousand dollars have already been absorbed, and one million six hundred thousand dollars are now demanded! Mathematics against mere statement, you see; with the chances largely in favor of the mathematics.

Beside, what immunity do the stockholders possess against future calls and frequent ones, when, even at this early day, they have been levied upon to an extent utterly at variance with the original representations of the managers? This is another serious question.

When I subscribed for my stock, I was informed that not more than ten or twelve per cent. thereupon would be needed for the uses of the Company. When this amount had been called for and paid, we were informed that five per cent. more was necessary for "extensions." Now we are asked to pay eight per cent. more, and for what? The levy up to the aggregate of seventeen per cent. may have been proper enough, but why this new demand upon stock already burdened beyond the original agreement? It cannot be that the credit of the Company, foolishly extravagant as it is, has absorbed more than one million dollars. What, then, has been done with the enormous balance of three million four hundred thousand dollars derived from calls and receipts? And if it has required $4,400,000 to sustain the concern thus far, how long will the amount of the new call, namely, $1,600,000, sustain it?

For one, I shall positively refuse to honor this call until a satisfactory public statement as to the condition and prospects of the Company shall be made by some one in authority, or by a committee of stockholders appointed for the purpose. Yours respectfully,

PADLOCK.

Thanks to Mrs. Winslow's Soothing Syrup we have been relieved from sleepless nights of painful watching with poor, suffering, teething children. It gives not only rest, but vigor and health—the little fellow will wake up bright, cheerful and refreshed—softens the gums, cures wind colic and regulates the bowels.—*Christian Cabinet.*

35 cents a bottle.

Be sure and call for

"MRS. WINSLOW'S SOOTHING SYRUP,"

having the fac-simile of "Curtis & Perkins" on the outside wrapper. All others are base imitations.

For an Irritated Throat, Cough or Cold, BROWN'S BRONCHIAL TROCHES are offered with the fullest confidence in their efficacy. They have been thoroughly tested, and maintain the good reputation they have justly acquired. As there are imitations, be sure to obtain the genuine.

A Point on Which all Physicians Agree. Out of ten thousand regular physicians you cannot find one who will not say that stimulants and invigorants are absolutely necessary in medical practice. And yet in by-gone years humane practitioners have hesitated to administer them, because the fiendish ingenuity of wretches who make merchandise of human infirmities had so polluted and deteriorated them that the remedy was deemed as dangerous as the disease. This perplexity is happily done away with. Physicians know, because the first analytical chemists of the age have demonstrated the fact, that HOSTETTER'S CELEBRATED STOMACH BITTERS are absolutely and entirely free from all pernicious elements. Hence they have been introduced into the United States Army, and are accepted, whereon the testimony of the wise, the intelligent and the philanthropist is rated at its just value, as the best protective against and cure for all diseases arising from impurity in the air or other unhealthy climate influences, that has ever been tested by experience. In cases of Dyspepsia and Liver Complaint, we state, without qualification or reservation, that the Bitters are as nearly infallible as anything prepared by human skill can be. New-York Office No. 38 Dey-st.

The Gorham Manufacturing Company Silversmiths, of Providence, R. I., inform the trade that they are producing fine Electro-plated Goods, comprising full Dinner and Tea Services and Table Ware of every description of a very superior quality, and of new and elegant designs. The base is Nickel Silver, upon which is a deposit of pure silver of such thickness that they possess all the advantages of solid silver in utility, and from beauty of design and superior finish are undistinguishable from it.

The Gorham Manufacturing Company refer with confidence to the high reputation they have established in the production of Solid Silver Ware, in which they have been for many years engaged, and they now assure the public that they will fully sustain that reputation by the production of Electro-plated Wares of such quality and extreme durability as will insure entire satisfaction to the purchaser. All articles made by them are stamped thus:

And all such are fully guaranteed. They feel it necessary particularly to call the attention of purchasers to the above trade-mark, as their designs have been already extensively imitated. These goods can only be procured from responsible dealers throughout the country.

The "Franklin" Brick Machine, Justly celebrated for perfect simplicity, great strength and immense compressing power, is GUARANTEED, with eight men and two horses, to self-temper the clay and make 2,000 to 3,500 elegant bricks per hour. J. H. RENICK, Proprietor, No. [illegible] Broadway, New-York, Room 60.

Batchelor's Hair Dye. The best in the world, the only reliable and perfect dye known. Instantaneous and harmless. The genuine is signed WILLIAM A. BATCHELOR. Sold by all druggists and perfumers. Factory No. 81 Barclay-st.

Both Chronic and Inflammatory Rheumatism are being daily cured by METCALFE'S GREAT RHEUMATIC REMEDY. Sold by all druggists.

Pyle's Saleratus and Cream Tartar—Pure articles, always full weight, and reliable in every way. Sold by grocers generally.

The New Weed Sewing-machines are now attracting universal attention at their new store, No. 613 Broadway.

Trusses, &c.—MARSH & CO.'S Radical Cure Truss Office, only at No. 2 Vesey-st. Also supporters, bandages, silk elastic stockings, &c. A lady attendant.

Lockwood's Paper Collars and Envelopes. W. E. & R. D. LOCKWOOD, 310 Broadway.

Christadoro's Hair Dye is universally acknowledged as the best extant. Factory 6 Astor House.

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REVERSIBLE FEED LOCK-STITCH SEWING MACHINES.
Best family sewing-machine in the world.
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Willcox & Gibbs Sewing Machine. "Its seam is less liable to rip than the Lock-Stitch." [*Judge's Report, at the "Grand Trial."*] 508 Broadway.

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Wheeler & Wilson's Lock-Stitch Sewing Machine and Buttonhole Machine, 625 Broadway.

Grover & Baker's Highest Premium Sewing-machines, No. 495 Broadway, New-York.

MARRIED.

Dan—Stagg.—On Thursday, Jan. 31, by Rev. Frederick Brown, William H. Dan, of Poundridge, N. Y., to Mary, eldest daughter of Thomas Stagg, Esq., of this City.

Smith—Douglas.—In Calvary Church, on Wednesday, Feb. 13, by Rev. Francis T. Russell, of Ridgefield, Conn., Frank M. Smith to Ellen, daughter of Charles S. Douglas, both of this City.

Starrett—Bennett.—In this City, on Wednesday, Feb. 13, by Rev. E. P. Rogers, Elmor H. Starrett, of Denver, Colorado, to Miss Louisa, daughter of Wm. Bennett, of New-York. No cards.

DIED.

Bird.—On Wednesday, Feb. 13, Alfred Loomis, son of James H. and Sarah H. Bird, aged 1 year, 8 months and 13 days.

The funeral will take place on Friday, 15th inst., at 1 o'clock, at No. 247 8th-av. Relatives and friends are invited to attend without further notice; also the members of Greenwich Lodge, No. 467, F. & A. M.

The members of Greenwich Lodge, No. 467, F. & A. M., are requested to attend the funeral of the son of our Junior Warden, Bro. James H. Bird, on Friday, 15th inst., at No. 247 8th-av., at 1 o'clock.

W. B. SHORE, Master.

Curtiss.—At Northville, N. Y., on Monday, Feb. 11, Augusta Adams, wife of Charles B. Curtiss, of this City.

Fleming.—At Milwaukee, on Friday, Feb. 8, Alexander Fleming, only son of the late John B. Fleming, of this City.

His remains have been received, and the funeral solemnities will take place at Calvary Church, corner of 21st-st. and 4th-av., this (Thursday) morning, at 10 o'clock, where the friends of the family, and of his brothers-in-law, Robert Gracie, W. H. Hyde and H. G. Stebbins, Esqs., are invited to assemble. The remains will be taken to Greenwood.

Gamble.—On Tuesday, Feb. 12, Adam, son of John and Lucinda Gamble, in the 22d year of his age.

The relatives and friends of the family are respectfully invited to attend the funeral from the residence of his parents, No 178 Eldridge-st., on Friday, 15th inst., at 1½ o'clock, without further notice.

Hendrickson.—On Wednesday, Feb. 13, Horace Nathan Hendrickson, son of David W. and Sarah E. Hendrickson, aged 8 months and 19 days.

Relatives and friends of the family are respectfully invited to attend the funeral from the residence of his grandfather, Nathan Worley, No. 61 Hammond-st., Friday afternoon, at 1 o'clock, without further notice.

Herder.—At Somerville, N. J., on Monday, Feb. 11, Henry A. Herder, in the 53d year of his age.

Funeral on Thursday, 14th, at 11 o'clock, from Second R. D. Church.

Livingston.—On Wednesday, Feb. 13, Sarah Livingston, daughter of the late Philip Henry Livingston of this City.

The relatives and friends are respectfully invited to attend the funeral from her late residence, No. 59 West 45th-st., on Friday, 15th, at 2½ o'clock P. M.

Mundy.—On Tuesday, Feb. 12, after a short illness, Margaret Jane, wife of Wm. N. Mundy, aged 38 years.

Funeral on Thursday, at 1 o'clock, from the York-st. Methodist Church, Jersey City. The relatives and friends are respectfully invited to attend.

Scott.—On Sunday, Feb. 10, after a brief illness, in the 78th year of his age, William Scott, a native of Hawick, Scotland, and for more than fifty-four years a resident of this City.

The relatives and friends of the family are respectfully invited to attend the funeral from his late residence, No. 224 West 34th-st., between 7th and 8th avs., at 1 P. M. on Friday, 15th inst. The remains will be taken to Greenwood for interment.

Wetmore.—At Hudson City, N. J., on Tuesday, Feb. 12, Fannie M., daughter of F. G. and Julia E. Wetmore, in the 8th year of her age.

Friends and relatives of the family are invited to attend her funeral from the residence of her parents, on Thursday, 14th inst., at 3 o'clock P. M., without further invitation.

Whitlock.—On Monday, Feb. 11, after a short illness, Eliza P. Whitlock, daughter of the late Sydney B. Whitlock.

The relatives and friends of the family are requested to attend the funeral from the house of James Phyfe, No. 128 West 39th-st., on Thursday, 14th inst., at 11 o'clock.

Wilson.—At Brooklyn, E. D., on Tuesday, Feb. 12, of congestion of the brain, Charles S. Wilson.

The relatives and friends of the family are respectfully invited to attend the funeral from his late residence, No. 10 Wilson-st., this (Thursday) afternoon, at 2 o'clock.

OFFICIAL.

Department of State,
Washington, Feb. 12, 1867.

Information has been received at this Department from Mr. Thomas T. Gamble, the Vice-Consul of the United States at Panama, of the death, on the 29th of January, 1867 at Panama, United States of Colombia, of William B. Little, United States Consul at that place.

MOURNING GOODS.

A CARD.—W. JACKSON, No. 551 Broadway, has constantly on hand a full assortment of Bombazines and all other Mourning Dress Goods; also, Bonnets, Shawls, Cloaks, Vails, Crapes, Handkerchiefs, Gloves, &c. N. B.—Ladies waited on with goods at their residence. Suits to order on short notice. No. 551 Broadway, opposite Tiffany & Co's.

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MISCELLANEOUS.

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THE PENNSYLVANIA SALT MANUFACTURING COMPANY'S STRUMATIC SALT AND WATER, are sovereign for the cure DYSPEPSIA, RHEUMATISM, SCROFULA, SWOLLEN GLANDS, ERUPTIONS OF THE SKIN, &c., &c

For sale at all the principal druggists.

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No. 56 Cedar-st.

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Of Philadelphia, respectfully informs the public and all affected with Lung diseases, that he will visit New-York for consultation EVERY TUESDAY, at his Rooms, No. 32-Bond-st., from 9 A. M. to 3 P. M. Dr. SCHENCK'S success in his specialty—Coughs, Colds, Consumption, &c.—has secured to him the confidence of the community everywhere. All advice free; but for a thorough examination of the lungs with his Respirometer, his charge is $5. A full supply of Dr. SCHENCK'S medicines may be obtained at his rooms at all times.

ANNA E. DICKINSON
At the Cooper Institute,
TUESDAY EVENING, Feb. 19.
Hon. HORACE GREELEY in the chair.
For particulars see under head "Lectures and Meetings."

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Four, Five, Six, Eight, Ten, Fifteen to One Hundred Dollars a Set. For sale by GEORGE C. ALLEN, No. 415 Broadway, one door below Canal-st.

TO YOUNG MEN.
THE FIDELITY INSURANCE COMPANY.
A substitute for bondsmen for young men finding situations.
OFFICE NO. 170 BROADWAY, NEW-YORK.

SPECIAL NOTICE.
We would inform our customers and the trade generally that Messrs. Jenkins & Vaill are no longer the agents for the sale of our Machine and Sewing Silks, Button-hole Twist and 100-yds. Spool Silk, and that the office for the sale of all our goods is now at No. 98 Leonard-st., New-York, where we will be pleased to see our customers and the trade. AUT. HACKENBURG & CO., Silk Manufacturers, Philadelphia, Penn.

GRAPE VINES.
Send Stamp for Price List.
FERRIS & CAYWOOD,
Poughkeepsie,
N. Y.

HUMORS! HUMORS! WHAT ARE HUMORS? All the poisonous humors arise from Scrofula, which has corrupted the blood; these generate countless chronic diseases, the direst afflictions of humanity. Nature's Sovereign Remedials promptly eradicate every taint of these diseases. Explanatory circulars, sent free. WM. R. PRINCE, Flushing, N. Y.

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Keep on hand First Mortgage Six per Cent. Gold-bearing Bonds Central Pacific Railroad Company.

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REFERENCES:
John J. Cisco, late U. S. Assist. Treasurer, N. Y.
John A. Stewart, late U. S. Assist. Treasurer, N. Y.
H. H. Van Dyck, U. S. Assistant Treasurer, N. Y.
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AMERICAN.

For sale at market rates.
Apply to GEO. C. DUNBAR, No. 46 Pine-st., dealer in Telegraph and Express Stocks.

GEORGE FARNHAM,
Late of G. S. Robbins & Son,
COMMERCIAL PAPER,
Also,
STOCKS, BONDS, GOLD, &c.,
Bought and Sold on Commission.
No. 54 William-st., corner Pine.

GOLD ROCK MINING COMPANY OF COLORADO.

The second annual meeting of the stockholders will be held at the office of the Company, No. 113 Wall-st., on WEDNESDAY, 20th inst., at 12 noon. The election for nine Trustees will take place between the hours of 12 M. and 2 o'clock P. M.

Transfer books will be closed on the 16th inst.
R. M. LOCKWOOD, Secretary.

PENNSYLVANIA STATE LOAN.

PROPOSALS FOR A LOAN OF $23,000,000.

An Act to create a loan for the redemption of the over-due bonds of the Commonwealth.

Whereas, The bonds of the Commonwealth, and certain certificates of indebtedness, amounting to twenty-three millions of dollars, have been over-due and unpaid for some time past; and,

Whereas, It is desirable that the same should be paid, and withdrawn from the market; therefore,

SECTION 1. *Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and it is hereby enacted by the authority of the same*, That the Governor, Auditor-General and State Treasurer be, and are hereby authorized and empowered to borrow, on the faith of the Commonwealth, in such amounts and with such notice (not less than forty days) as they may deem most expedient for the interest of the State, twenty-three millions of dollars, and issue certificates of loan or bonds of the Commonwealth for the same, bearing interest at a rate not exceeding six per centum per annum, payable semi-annually, on the first of February and first of August, in the City of Philadelphia; which certificates of loan or bonds shall not be subject to any taxation whatever, for State, municipal or local purposes, and shall be payable as follows, namely: Five millions of dollars payable at any time after five years, and within ten years; eight millions of dollars payable at any time after ten years, and within fifteen years, and ten millions of dollars at any time after fifteen years, and within twenty-five years; and shall be signed by the Governor and State Treasurer, and countersigned by the Auditor-General, and registered in the books of the Auditor-General, and to be transferable on the books of the Commonwealth, at the Farmers' and Mechanics' National Bank of Philadelphia; the proceeds of the whole of which loan, including premiums, et cetera, received on the same, shall be applied to the payment of the bonds and certificates of indebtedness of the Commonwealth.

SEC. 2. The bids for the said loan shall be opened in the presence of the Governor, Auditor-General and State Treasurer, and awarded to the highest bidder. Provided, that no certificate hereby authorized to be issued shall be negotiated for less than its par value.

SEC. 3. The bonds of the State and certificates of indebtedness, now over due, shall be receivable in payment of the said loan, under such regulations as the Governor, Auditor-General and State Treasurer may prescribe; and every bidder for the loan now authorized to be issued shall state in his bid whether the same is payable in cash or in the bonds or certificates of indebtedness of the Commonwealth.

SEC. 4. That all trustees, executors, administrators, guardians, agents, treasurers, committees, or other persons, holding in a fiduciary capacity bonds or certificates of indebtedness of the State, or money, are hereby authorized to bid for the loan hereby authorized to be issued, and to surrender the bonds or certificates of loan held by them at the time of making such bid, and to receive the bonds authorized to be issued by this act.

SEC. 5. Any person or persons standing in the fiduciary capacity stated in the fourth section of this act, who may desire to invest money in their hands for the benefit of the trust, may, without any order of court, invest the same in the bonds authorized to be issued by this act, at a rate of premium not exceeding twenty per centum.

SEC. 6. That from and after the passage of this act all the bonds of this Commonwealth shall be paid off in the order of their maturity.

SEC. 7. That all loans of this Commonwealth, not yet due, shall be exempt from State, municipal or local taxation after the interest due February first, one thousand eight hundred and sixty-seven, shall have been paid.

SEC. 8. That all existing laws, or portions thereof, inconsistent herewith, are hereby repealed.

JOHN P. GLASS,
Speaker of the House of Representatives.
L. W. HALL,
Speaker of the Senate.

Approved the second day of February, one thousand ight hundred and sixty-seven. JOHN W. GEARY.

In accordance with the provisions of the above act of ssembly, sealed proposals will be received at the office f the State Treasurer, in the City of Harrisburgh, Penn., until 12 o'clock M., on the 1st day of April, A. D. 867, to be indorsed as follows: "Proposals for Pennsylania State Loan," Treasury Department, Harrisburgh, enn., U. S. A.

Bids will be received for $5,000,000, reimbursable in five ears and payable in ten years; $8,000,000 reimbursable n ten years and payable in fifteen years; and $10,000,000 eimbursable in fifteen years and payable in twenty-five ears. The rate of interest to be either five or six per ent. per annum, which must be explicitly stated in the id, and the bids most advantageous to the State will be ccepted. No bid for less than par will be considered. he bonds will be issued in sums of $50, and such higher ums as desired by the loaners, to be free from State, cal and municipal taxes.

The over-due bonds of the Commonwealth of Pennlvania will be received at par in payment of this loan, ut bidders must state whether they intend to pay in sh or in the over-due loans aforesaid.

No distinction will be made between bidders paying cash or over-due loans.

JOHN W. GEARY,
Governor of Pennsylvania.
JOHN F. HARTRANFT,
Auditor-General.
W. H. KEMBLE,
State Treasurer.

N. B.—No newspaper publishing the above, unless authorized, will receive pay.

OFFICE OF THE ATLANTIC MUTUAL INSURANCE }
COMPANY, NEW-YORK, Jan. 25, 1867. }

THE TRUSTEES, IN CONFORMITY TO the charter of the Company, submit the following statement of its affairs on the 31st of December, 1866:

Premiums received on Marine Risks from Jan. 1, 1866, to Dec. 31, 1866		$2,282,021 26
Premiums on Policies not marked off Jan. 1, 1866		2,188,325 15
Total amount of Marine Premiums		$10,470,346 41

No Policies have been issued upon Life Risks, nor upon Fire Risks disconnected with Marine Risks.

Premiums marked off from Jan. 1, 1866, to Dec. 31, 1866		$7,632,236 70
Losses paid during the same period	$5,683,893 05	
Returns of Premiums and Expenses	$1,194,173 23	

The Company has the following Assets, viz.:

United States and State of New-York Stock, City, Bank and other Stocks	$6,771,885 00
Loans secured by Stocks and otherwise	1,129,350 00
Real Estate and Bonds and Mortgages	221,260 00
Interest and sundry notes and claims due the Company, estimated at	141,866 24
Premium Notes and Bills Receivable	3,837,735 41
Cash in Bank	434,207 81
Total amount of Assets	$12,536,304 46

Six per cent. interest on the outstanding certificates f profits will be paid to the holders thereof, or their egal representatives, on and after Tuesday, the 5th of February next.

The outstanding certificates of the issue of 1864 will be edeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the 5th of Februy next, from which date all interest thereon will cease. The certificates to be produced at the time of payment, nd canceled.

A dividend of Twenty per Cent. is declared on the net arned premiums of the Company for the year ending Dec. 31, 1866, for which certificates will be issued on and fter Tuesday, the 2d of April next.

By order of the Board.
J. H. CHAPMAN, Secretary.

TRUSTEES.

OHN D. JONES,
HARLES DENNIS,
V. H. H. MOORE,
HENRY COIT,
VM. C. PICKERSGILL,
EWIS CURTIS,
HARLES H. RUSSELL,
OWELL HOLBROOK,
. WARREN WESTON,
OYAL PHELPS,
ALEB BARSTOW,
. P. PILLOT,
ILLIAM E. DODGE,
EO. G. HOBSON,
AVID LANE,
AMES BRYCE,
EROY M. WILEY,
ANIEL S. MILLER,
M. STURGIS,
HENRY K. BOGERT,
JOSHUA J. HENRY,
DENNIS PERKINS,
JOSEPH GAILLARD, JR.,
J. HENRY BURGY,
CORNELIUS GRINNELL,
C. A. HAND,
B. J. HOWLAND,
BENJ. BABCOCK,
FLETCHER WESTRAY,
ROBT. B. MINTURN, JR.,
GORDAN W. BURNHAM,
FRED'K CHAUNCEY,
JAMES LOW,
GEO. S. STEPHENSON,
WILLIAM H. WEBB,
PAUL SPOFFORD,
SHEPPARD GANDY.

JOHN D. JONES, President.
CHARLES DENNIS, Vice-President.
W. H. H. MOORE, Second Vice-President.
J. D. HEWLETT, Third Vice-President.

FICE OF THE SAGINAW VALLEY LAND, SALT AND }
MINERAL COMPANY, No. 10 WALL-ST., }
(ROOM NO. 43,) NEW-YORK, Feb. 5, 1867. }

MEETING OF THE STOCKHOLDERS of this Company will be held at their office on FRI-Y, Feb. 15, at 2 o'clock P. M., for the purpose of apnting a committee of three to act in concert with the rd in devising a plan for division of the lands among stockholders.

y order of the Board of Trustees.
JOHN C. MALLORY, Secretary.

OR SALE—NEW-YORK CITY RAILROAD TOCKS.
so, Insurance Stocks and other Securities, paying n 10 to 20 per cent. dividends, at low rates.
ALBERT H. NICOLAY,
STOCK BROKER AND AUCTIONEER,
No. 43 Pine-st., New-York.

,000 TO $10,000 SPECIAL CAPItal wanted to extend a popular cash esale and retail Broadway business. Will pay fifty cent. in investments. Principals only address (in name and address) C. W., Box No. 105 Times Office.

FINANCIAL.

VERMILYE & CO.,

NO. 44 WALL-ST.,

BANKERS AND DEALERS
IN
GOVERNMENT STOCKS
AND
COMPOUND INTEREST NOTES.

ALL CLASSES OF UNITED STATES FUNDS
Credited or Remitted for on Receipt, at Market Rates, FREE OF ALL COMMISSION CHARGES.

CLOSING PRICES.
NEW-YORK, Feb. 13, 1867.

	Buy.	Sell.		Buy.	Sell.
Registered '81	109¼	109¾	June, 7-30	105⅝	105⅞
Coupon, 1881	109¼	109½	July, 7-30	105⅝	105⅞
5-20 Regist'd '62	106⅝	107¼	June, C.I.Nt's, '64	117⅜	117¾
5-20 Coupon, '62	109⅜	109⅝	July, C.I.Nt's, '64	117	117¼
5-20 Coupon, '64	107⅜	107⅝	Aug., C.I.Nt's, '64	116⅝	116¾
5-20 Coupon, '65	107⅜	107⅝	Oct., C.I.Nt's, '64	115⅝	115⅞
5-20 " new, '65	105⅝	106⅛	Dec., C.I.Nt's, '64	114⅝	114⅞
10-40 Registered	97½	97¾	May, C.I.Nt's, '65	112⅜	112⅝
10-40 Coupon	101⅜	101⅝	Aug., C.I.Nt's, '65	111⅜	111⅝
Gold	137	137½	Sept., C.I.Nt's, '65	110⅝	111
August, 7-30	105⅝	106	Oct., C.I.Nt's, '65	110⅝	110⅞

FOR SALE—A LIMITED AMOUNT OF MORRIS and Essex Railroad Company 1st mortgage 7 per cent. bonds, 50 years to run, interest payable May and November. VERMILYE & CO., No. 44 Wall-st.

ALBERT H. NICOLAY,

STOCK BROKER AND AUCTIONEER,
NO. 43 PINE-ST., NEW-YORK.
ESTABLISHED 15 YEARS.

INSURANCE, BANK, MINING, PETROLEUM, EXPRESS, TELEGRAPH, GAS AND RAILROAD STOCKS AND BONDS RECEIVE SPECIAL ATTENTION.

REGULAR AUCTION SALES OF STOCKS AND BONDS EVERY MONDAY AND THURSDAY, OR ON ANY DAY REQUIRED AT THE EXCHANGE.

TWENTY-SECOND ANNUAL REPORT
OF THE
NEW-YORK LIFE INSURANCE CO.,
OFFICE NOS. 112 AND 114 BROADWAY.

JAN. 1, 1867.

Amount of assets, Jan. 1, 1866		$4,881,919 70
Amount of premiums received during 1866	$2,736,062 43	
Amount of interest received and accrued, including premiums on gold, &c.	352,742 04—	3,088,804 47
Total		$7,970,724 12

DISBURSEMENTS.

Paid losses by death	$480,197 39	
Paid on account of Deposit for minors	71 44	
Paid for Redemption of Dividends, Annuities, and surrendered and canceled Policies	327,838 42	
Paid Salaries, Printing, and Office Expenses	91,378 95	
Paid Commissioners and Agency Expenses	280,796 95	
Paid for Advertising and Medical Examinations	38,616 62	
Paid Taxes, Internal Revenue Stamps and Law Expenses	24,007 81—	1,242,907 58
Total		$6,727,816 65

ASSETS.

Cash on hand, in Bank and deposited in Union Trust Company	$532,154 79
Invested in United States Stocks, cost (Market value, $2,523,783 25.)	2,390,881 24
Invested in New-York City Bank Stocks, cost (Market value, $87,518.)	82,561 50
Invested in New-York State Stocks, cost (Market value, $835,880.)	791,436 54
Invested in other Stocks, cost (Market value, $30,000.)	21,687 50
Loans on demand, secured by U. S. and other stocks (Market value, $361,826.)	344,600 00
Real Estate (Market value, ($225,000.)	115,608 87
Bonds and Mortgages	402,450 00
Premium Notes on existing Policies, bearing interest	1,364,821 40
Quarterly and semi-annual Premiums due subsequent to Jan. 1, 1867	336,438 80
Accrued Interest (not due) to Jan. 1, 1867	54,246 25
Accrued Rents (not due) to Jan. 1, 1867	2,474 33
Premiums on Policies in hands of Agents and in course of transmission	289,745 35—$6,727,816 65

The Trustees have declared a Return Premium as follows: A Scrip Dividend of FIFTY PER CENT. upon all participating premiums on existing Policies, which were issued twelve months prior to Jan. 1, 1867, and the Redemption of the Dividends declared in 1865.

Certificates will be redeemed in Cash on and after the first Monday in March next, on presentation at the Home Office. Policies subject to Notes will be credited with the Redemption on the settlement of next premium.

By order of the Board,
WILLIAM H. BEERS, Actuary.

During the year 7,296 new Policies were issued, insuring $22,734,308.

BALANCE SHEET OF THE COMPANY, Jan. 1, 1867.

Assets as above, at cost (Market value, $7,009,092 25.)	$6,727,816 65
Reserved for losses due subsequent to Jan. 1, 1867	$64,291 45
Reserved for reported losses, awaiting proofs, &c.	40,000 00
Reserved for special deposit for minor children	214 33
Amount reserved for reinsurance on all existing policies (valuation at 4 per cent. interest, net premium)	4,979,867 99
Return premium, declared prior to 1864, payable on demand	93,394 96
Return premium, 1865 (now to be paid)	331,649 56
Return premium, 1866 (present value)	429,817 86
Return premium, 1867 (present value)	597,392 00
Special reserve (not divided)	191,194 51—$6,727,816 65

TRUSTEES:
MORRIS FRANKLIN, President of the New-York Life Insurance Company.
JOHN M. NIXON, (Doremus & Nixon, Dry Goods,) No. 45 Warren-st.
DAVID DOWS, (David Dows & Co., Flour Merchants,) No. 20 South-st.
ISAAC C. KENDALL, Union Buildings, corner of William and Pine sts.
DANIEL S. MILLER, (late Dater, Miller & Co., Grocers.)
WM. C. DUSENBURY, (Real Estate Broker.)
HENRY K. BOGERT, (Bogert & Kneeland,) No. 49 William-st.
JOHN L. ROGERS, (late Wyeth, Rogers & Co., Importers,) No. 54 William-st.
JOHN MAIRS, (Merchant,) No. 20 South-st.
DUDLEY B. FULLER, (Fuller, Lord & Co.,) No. 130 Greenwich-st.
JOHN E. WILLIAMS, President of the Metropolitan Bank.
WM. H. APPLETON, (Appleton & Co., Publishers,) Nos. 443 and 445 Broadway.
ROBERT B. COLLINS, (Collins & Brothers, Stationers,) No. 106 Leonard-st.
WILLIAM BARTON, (William Barton & Son,) No. 63 Wall-st.
WILLIAM A. BOOTH, (Booth & Edgar,) No. 96 Front-st.
SANFORD COBB, President Eagle Fire Insurance Company, No. 71 Wall-st.
GEORGE A. OSGOOD, Banker (Van Shaick, Massett & Co.,) No. 19 William-st.
HENRY BOWERS, (Bowers, Beeckman & Bradford, Jr.,) Dry Goods, No. 85 Leonard-st.
CHARLES L. ANTHONY, (Anthony & Hall, Dry Goods,) No. 66 Leonard-st.

MORRIS FRANKLIN, President.
ISAAC C. KENDALL, Vice-President.
WILLIAM H. BEERS, Actuary.
THEODORE M. BANTA, Cashier.
CORNELIUS R. BOGERT, M. D., } Medical
GEORGE WILKES, M. D., } Examiners.
CHARLES WRIGHT, M. D., Ass't Med. Examiner.

ALBERT H. NICOLAY, Auctioneer.

REGULAR SALES OF STOCKS AND BONDS.

ALBERT H. NICOLAY will hold his regular semi-weekly auction sale of stocks and bonds THIS DAY, (Thursday,) Feb. 14, at 12½ o'clock, at the Exchange Salesroom, No. 111 Broadway. For full particulars see catalogues, which can be obtained at the office.

ALBERT H. NICOLAY,
Stock Broker and Auctioneer,
No. 43 Pine-st.

OFFICE OF THE CUMBERLAND COAL AND IRON CO., }
CORNER OF BROADWAY AND WALL-ST., }
NEW-YORK, Feb. 1, 1867. }

NOTICE TO THE HOLDERS OF THE SECOND MORTGAGE BONDS OF THE CUMBERLAND COAL AND IRON COMPANY.—The undersigned Trustees under the second mortgage of this Company will receive proposals for the sale to them for the purposes of the sinking fund, of the whole or any part of thirteen (13) of the second mortgage bonds of said Company, such proposals to be in writing, addressed to the Trustees, and left at the office of the Company on or before the 14th day of February instant, stating the number of bonds offered, and the lowest price at which they will be sold.

CHAS. A. RAPALLO, }
FREDERICK A. COE, } Trustees.
JAMES C. BELL, }

CLEVELAND AND [illegible] RAILROAD COMPANY, }
CLEVELAND, Ohio, Jan. [illegible], 1867. }

THE ANNUAL MEETING OF THE Stockholders of this Company, for the election of Directors, will be held at the office of the Company in Cleveland, Ohio, on WEDNESDAY, Feb. 20, 1867. The transfer-books will be closed from Feb. 9 until Feb. 21.

GEO. H. RUSSELL, Secretary.

JOHN MUNROE & CO.,
AMERICAN BANKERS,
NO. 7 RUE SCRIBE, PARIS,
AND
NO. 8 WALL-ST., NEW-YORK.

Issue circular letters of credit to travelers in all parts of Europe, &c., &c. Also commercial credits.

ATLANTIC AND GREAT WESTERN }
PETROLEUM COMPANY, }
OFFICE NO. 122 BOWERY, CORNER OF GRAND-ST. }

AN ELECTION FOR SEVEN TRUSTEES and for three Inspectors for the next ensuing election will be held on MONDAY, Feb. 18, between the hours of 12 M. and 1 P. M.

W. A. HALL, Secretary.

OFFICE UNION PACIFIC RAILROAD COMPANY, }
NO. 20 NASSAU-ST., NEW-YORK, Jan. 30, 1867. }

AN INSTALLMENT OF TWENTY-FIVE (25) PER CENT. on the capital stock of this Company will be due and payable on or before the 1st day of March, 1867. By order of the Board.

JOHN J. CISCO, Treasurer.

FOR SALE—SIXTY $ PER CENT. FIRST MORTgage bonds of the Market-st. City Railroad in San Francisco, California, which are also guaranteed by the San Francisco and San Jose Railroad Company. Principal and interest payable in gold coin. Apply to

GEO. T. M. DAVIS,
No. 47 Exchange-place.

FOR SALE—ONE OF HERRING'S LARGE SIZE BANKER'S SAFES (with Burglar-proof Box inside and combination lock; nearly new; cost $1,600. Inquire at No. 49 Exchange-place, Room No. 5.

FOR SALE—A CABINET OF CHOICE MINErals, embracing a rare collection of gold, silver, copper, lead and other specimens, which cannot be duplicated at any cost, and will be sold cheap. Apply at No. 43 Pine-st.

FINANCIAL.

FISK & HATCH

BANKERS AND DEALERS
IN
GOVERNMENT SECURITIES,
NO. 5 NASSAU-ST.,

BUY AND SELL AT MARKET RATES.
U. S. SIX PER CENT. BONDS of 1881,
U. S. FIVE-TWENTY BONDS,
U. S. SEVEN-THIRTY TREASURY NOTES,
U. S. TEN-FORTY BONDS,
U. S. ONE-YEAR CERTIFICATES,
U. S. COMPOUND INTEREST NOTES,
U. S. THIRTY-YEAR BONDS, Pacific R. R. issues,
Central Pacific Railroad State Aid Bonds,
and other desirable Securities.

Also, receive deposits and make collections on favorable terms.

GEO. C. DUNBAR,
NO. 46 PINE-ST.,
Dealer in Southern and Western Railroad Securities, State, County and Town Bonds of every description, &c., &c.

ADAMS, KIMBALL & MOORE,
BANKERS,
NO. 14 WALL-ST.,
BUY AND SELL AT MARKET RATES
GOVERNMENT SECURITIES
Of all issues, and execute orders for purchase and sale of
STOCKS, BONDS AND GOLD.

DUNCAN, SHERMAN & CO.,
BANKERS,
Corner of Pine and Nassau sts., New-York,
ISSUE CIRCULAR NOTES
AND
LETTERS OF CREDIT FOR TRAVELERS,
Available for all the Principal Cities in the World.
MAKE MERCANTILE CREDITS
FOR USE IN
EUROPE, CHINA, &c.
ALSO,
MAKE TRANSFERS OF MONEY TO
CALIFORNIA AND OREGON
BY
TELEGRAPH.
INTEREST ALLOWED ON DEPOSITS.

BALTZER & TAAKS,
BANKERS,
No. 52 Exchange-place, New-York,
Issue Letters of Credit for the use of Travelers, payable in

Amsterdam,
Antwerp,
Basle,
Baden-Baden,
Berlin,
Bremen,
Brussels,
Carlsruhe,
Cassel,
Cologne,
Darmstadt,
Dresden,
Dusseldorf,
Florenz,
Frankfort, O. M.,
Genoa,
Hamburg,
Hanover,
Heidelberg,
Leipsic,
London,
Lyon,
Mailand,
Mannheim,
Munich,
Naples,
Paris,
Prague,
Rome,
Rotterdam,
Trieste,
Turin,
Venice,
Vienna,
Wiesbaden,
Zurich.

GREENLEAF, NORRIS & CO.,
BANKERS AND BROKERS,
NO. 6 NEW-ST.,
Stock Exchange Building,
NEW-YORK.
A. W. GREENLEAF,
JOHN B. NORRIS,
BENSON VAN VLIET,
M. F. HAZEN.

BROWN BROTHERS & CO.,
NO. 59 WALL-ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS
FOR USE IN THIS COUNTRY
AND ABROAD.

OFFICE LAFAYETTE FIRE INSURANCE COMPANY, }
No. 347 Fulton-st., }
BROOKLYN, Feb. 12, 1867. }

AT THE ANNUAL ELECTION HELD THIS DAY, the following gentlemen were elected Directors of this Company:

JAMES FREELAND,
HIRAM E. ST. JOHN,
EDW. T. BACKHOUSE,
JAMES HARPER,
LEWIS HURST,
JOHN L. SPADER,
HENRY J. CULLEN,
LEVERITT H. SAGE,
PHILIP S. CROOKE,
AMOS ROBBINS,
JOHN J. SCHUMAKER,
GEORGE L. SHAW,
HENRY TIENKEN,
ALEXANDER McCUE,
D. S. VOORHEES,
MICHAEL NEVIN,
SAMUEL GARRISON,
EDWARD W. TAPP,
EDWARD HARVEY,
STEPHEN A. DODGE,
ANDW. FITZGERALD,
CALVIN B. CAMP,
CURTIS NOBLE,
EDMUND T. H. GIBSON,
RUFUS R. GRAVES,
JACOB PHILIP,
GEORGE C. ROBINSON,
JOSEPH F. SANXAY,
T. D. CARMAN,
W. L. SHUTTLEWORTH.

At a subsequent meeting of the Board, JAMES FREELAND, Esq., was unanimously reelected President.

J. B. THOMPSON, JR., Secretary.

UNITED STATES TREASURY, Feb. 4, 1867.

SCHEDULES OF (30) THIRTY OR MORE 7-30 Coupons, due Feb. 15, 1867, will now be received for examination at the United States Treasury.

H. H. VAN DYCK, Assistant Treasurer.

DIVIDENDS.

FIFTY-NINTH DIVIDEND.

GREENWICH INSURANCE CO.,
NO. 155 BROADWAY, N. Y.

CASH CAPITAL	$200,000 00
SURPLUS	119,727 32
TOTAL ASSETS	$319,727 32

The Board of Directors have this day declared a Semi-annual Dividend of Five per Cent., free of Government tax, payable on and after the 15th inst.

JAS. HARRISON, Secretary.

OSWEGO AND SYRACUSE RAILROAD COMPANY—TWENTY SEVENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Dividend of Four per Cent. on its Capital Stock, free of the Government tax, payable on the 20th day of February, instant.

Dividends in New-York will be paid at the Howard Insurance Company's Office, by H. A. Oakley, Esq., Transfer Agent; in Albany, at the New-York State National Bank; in Utica, at the Oneida National Bank; in Syracuse, at the Syracuse National Bank; all others at the Lake Ontario National Bank, Oswego.

Dividends not called for within thirty days will be paid at the Treasurer's Office, Oswego.

L. WRIGHT, Treasurer.

OSWEGO, Feb. 6, 1867.

ST. MARK'S FIRE INSURANCE COMPANY, }
NEW-YORK, Feb. 5, 1867. }
No. 67 Wall-st. }

A SEMI-ANNUAL DIVIDEND OF FIVE per cent. has been declared this day, free of Government tax, payable on and after 11th inst.

WASHINGTON POST, Secretary.

SAVINGS BANKS.

NEW-YORK SAVINGS' BANK, 8TH-AV. CORNER OF 14TH-ST.—Six per cent. interest, free of tax. Deposits made on or before March 1 will draw interest from March 1. THOMAS CHRISTY,
President.
R. H. BULL, Secretary.

INSTRUCTION.

YOUNG LADIES' SCHOOL.

SEWARD INSTITUTE, FLORIDA, ORANGE COUNTY, N. Y.

Board and tuition $100 per term. Spring term opens Feb. 11, 1867. For circulars address
MARY E. HOTCHKISS, Principal.

RUTGERS FEMALE INSTITUTE,
Nos. 487, 489 and 491 5th-av.

The 113th Academic term of Rutgers Institute will commence Feb. 6, 1867. For circulars apply at the Institute, or by letter to H. M. PIERCE, President.

MR. GEO. C. ANTHON'S

Classical French and English School, with primary department and gymnasium, 5th-av., corner of 26th-st.

HUDSON RIVER INSTITUTE—AT CLAVERACK, COLUMBIA COUNTY, N. Y.—Eighteen instructors; eight departments; $300 a year. No extras (except piano music.) Term opens April 15. Lewis' gymnasium for ladies; military drill for gents. Every facility for the very best Christian education.

Rev. ALONZO FLACK, A. M., Principal.

CENTRAL PARK FRENCH INSTITUTE, for young gentlemen from 7 to 18 years. Day and boarding scholars taken to school and home in an omnibus. Complete instruction; gymnastics. Circulars at CHRISTERN'S, No. 863 Broadway, or at the Institute, Broadway and 83d-st.

PROF. E. FEZANDIE, Director.

THE RIVERDALE INSTITUTE—A COLlegiate School for Young Ladies, at Riverdale, on the Hudson. The second session of the present school-year will begin Feb. 6. For information or circulars, address the Rector, Rev. EDWARD M. PECKE,
Riverdale, Westchester County, N. Y.

MOUNT WASHINGTON COLLEGIATE INSTITUTE, Classical, Commercial and French, with preparatory departments, No. 126 West 4th-st., corner of Macdougal-st., on Washington-square. Terms reasonable. GEO. W. CLARKE, A. M., Principal.

AN ENGLISH GENTLEMEN, GRADUATE, prizeman and first honorman of Trinity College, will take one or two pupils in English, classics, mathematics and French. Address M. A., Room No. 16, No. 1,193 Broadway.

VALUABLE SCHOOL FURNITURE FOR sale, comprising black walnut desks, &c. Address A. GRAVES, No. 145 Atlantic-st., Brooklyn, or No. 3 Dey-st., New-York.

A LADY DESIRES TEACHING PERSONS whose education has been neglected; also, pupils in penmanship. Address C. H., No. 14 East 13th-st., near 5th-av.

MILITARY BOARDING SCHOOL.—White Plains, N. Y. Principal, O. R. WILLIS, A. M.

TEACHERS.

UNITED STATES EDUCATIONAL INSTITUTE—An agency through which teachers may learn of vacancies, and parties desiring teachers be put in correspondence with the best talent. Wanted, four gentlemen teachers for schools near the City, a lady for a seminary on the Hudson River, governess for family in New-Jersey, and a number for schools in Pennsylvania. We refer by permission to Prof. H. G. Eastman, LL. D., President Eastman Business College, Poughkeepsie, N. Y. Rev. D. D. Cole, D. D., Pastor R. D. Church, Yonkers, N. Y. For further particulars and forms of application, address or call upon C. H. HANKS & CO., No. 54 Greene-st., New-York, nearly opposite Ivison, Phinney, Blakeman & Co's.

SEWING MACHINES.

BARTLETT'S SEWING MACHINES.
A NEW STYLE FOR USE BY HAND OR FOOT,
AT $25.
THE CHEAPEST GOOD SEWING MACHINES.

Be sure you get the genuine.

All genuine Bartlett machines have the trade mark, "Bartlett Sewing Machine Co., New-York," in gilt letters upon the shield on the arm.

Look out for bogus machines and infringers. Persons giving information of such will be rewarded.

Every Bartlett machine is warranted for ten years.

There is immediate opening for a few first-class agents. J. W. BARTLETT, patentee, Principal office, No. 569 Broadway, corner of Prince-st., New-York.

Clergymen and others sending an order for three machines will be given an extra machine free of charge.

AUCTION SALES.

HENRY D. MINER, Auctioneer—Office No. 37 Nassau-st., opposite the Post-office.

VALUABLE COLLECTION OF HIGH-CLASS MODERN OIL-PAINTINGS,

COMPRISING THE CONTRIBUTIONS OF ARTISTS OF THE FRENCH ETCHING CLUB, LATELY EXHIBITED BY A. CADART, ESQ., MANAGER, AT THE DERBY GALLERY IN THIS CITY.

MINER & SOMERVILLE will sell at auction on THURSDAY and FRIDAY EVENINGS, Feb. 14 and 15, at 7½ o'clock, at their new and spacious Fine Art Gallery, No. 82 5th-av., southwest corner 14th-st., the valuable collection of pictures exhibited at the Derby Gallery, and removed for convenience of sale, comprising works contributed by the following leading and distinguished artists of the French Etching Club, viz.:

Edward Frere,
C. Troyon,
E. Fichel,
R. Menard,
E. Lambinet,
J. Noel,
Ide L. Escosura,
C. E. Jacqué,
C. Pecrus,
F. Chifflart,
Veriat,
A. Lefevre,
P. L. Levay,
Gustave Doré,
F. Ziem,
Dorschniller,
J. A. Walters,
J. Zamacois,
J. Tissot,
A. F. Montfallet,
E. S. Bondin,
A. F. Constantier,
A. R. Viron,
F. L. J. Moormans,
C. F. Daubigny,
Neivenburys,
N. Diaz,
J. Patrois,
J. Stevens,
S. Baron,
T. Frere,
A. M. Guillerman,
P. Seignac,
H. Merle,
Ary Scheffer,
Vaneloven,
E. Delacroix,
A. Rosier,
A. Potemont,

and others of equal distinction. The above are now on exhibition, free, day and evening, and are particularly worthy of examination. Catalogues can be obtained at the Gallery and at the office of the auctioneer.

GOVERNMENT SALE AT CHARLESTON, S. C.

The following Ordnance property will be sold at public auction at the United States Arsenal, Charleston, S. C., on MONDAY, March 4, 1867, commencing at 10 o'clock, A. M.:

About 200 net tons (cannon) cast iron.
About 750 net tons shot, shell, &c. (about one-half has valuable soft metal attached.)
About 100 tons loaded shell.
About 15 tons scrap wrought iron.
About 4½ tons scrap brass, copper, &c.
537 wooden artillery carriages, ironed.
150 wooden chassis, ironed.
About 750 cavalry saddles, 750 bridles, 8,500 cartridge-boxes and a quantity of other leather work.
1 large hand fire-engine (built by Agnew, Philadelphia.)
About 1,300 barrels unserviceable powder.
Also, a large quantity of other property, consisting principally of musket appendages, rags, rope, implements, miscellaneous tools, &c.

Terms—Cash on the day of the sale in United States currency.

Ample time allowed for the removal of the property, at the expiration of which that not removed will revert to the Government.

By authority of Chief of Ordnance.

F. H. PARKER,
Capt. Ordn. and Brevet Major U. S. A.,
Commanding Charleston Arsenal.

IMPORTANT SALE OF GOVERNMENT VESSEL.

DEPOT QUARTERMASTER'S OFFICE, }
BALTIMORE, Md., Jan. 30, 1867. }

Will be sold at public auction, at the port of Baltimore, (Henderson's Wharf, East Baltimore,) on THURSDAY, 12 M., Feb. 28, 1867, the

SUPERB SIDE-WHEEL STEAMER
COSMOPOLITAN,

of 778 tons; length, 225 feet; breadth of beam, 31 feet; depth of hold, 13 feet; cylinder 50 inches, and 11 feet stroke.

A rare opportunity is afforded in the sale of this steamer to persons desiring to purchase a really first-class vessel.

She is of light draft, the engine and boiler are in most excellent condition, and the hull perfectly sound and strong.

It is believed that, for size and build, the COSMOPOLITAN surpasses any vessel hitherto offered by Government for sale at this port.

Terms cash, in Government funds, on day of sale.

Further particulars may be learned on application to the undersigned, or to the Auctioneers, Messrs. ADREON, THOMAS & CO., No. 18 South Charles-st.

By order of the Quartermaster-General.

A. S. KIMBALL, Capt. and A. Q. M., U. S. A.,
Depot Quartermaster.

SALE OF DAMAGED CLOTHING AND EQUIPAGE.

OFFICE OF ARMY CLOTHING AND EQUIPAGE, }
NEW-YORK, Feb. 8, 1867. }

Will be sold at public auction, on account of the United States, at the depot of Army Clothing and Equipage, corner of Laight and Washington sts., in New-York City, on WEDNESDAY, the 20th of February, 1867, at 11 o'clock A. M., and will be continued from day to day until all are sold, the following named articles of damaged clothing and equipage:

Woolen blankets, greatcoats, blouses, uniform coats, bedsacks, shirts, drawers, greatcoat straps, knapsacks, stockings, stocks, trousers, knives, forks, spoons, plates, tin cups, hats, caps, lace, brown Hollands, 60 yards; alpaca, 124 yards; boots, shoes, brass articles, musical instruments, cap covers, &c., &c.

Catalogues may be had at the depot; also, samples of the articles may be seen.

Terms—Cash, in Government funds; ten per cent. down and the balance before the goods are taken from the depot, which must be within three days from day of sale, under forfeiture of the purchase and the 10 per cent.

Brevet Brig.-Gen. D. H. VINTON,
Assistant Quartermaster-General, U. S. A.

ADREON, THOMAS & CO., No. 18 South Charles-st., Auctioneers.

LARGE SALE OF ARMY CLOTHING.

DEPOT QUARTERMASTER'S OFFICE, }
BALTIMORE, Md., Feb. 6, 1867. }

Will be sold at public auction, in the City of Baltimore, (at Government storehouse, No. 120 South Eutaw-st.,) on WEDNESDAY, 12 M., Feb. 27, 1867, a lot of

ARMY CLOTHING,

consisting of

3,478 NEW-YORK STATE JACKETS,

of irregular pattern, and otherwise unsuited for issue to troops.

By reason of its long retention in store, the material is in some instances more or less damaged.

Sales will take place in lots to suit purchasers.

TERMS—Cash in Government funds on day of sale.

Three days allowed to remove purchases.

By order of the Quartermaster-General.

A. S. KIMBALL,
Captain and Assistant Quartermaster U. S. A., Depot Quartermaster.

ADRIAN H. MULLER, Auctioneer.

VALUABLE PROPERTY ON HOUSTON-ST. AT AUCTION.

ADRIAN H. MULLER, P. R. WILKINS & CO., will sell at auction on FRIDAY, Feb. 15, at 12 o'clock, at the Exchange salesroom, No. 111 Broadway:

EAST HOUSTON-ST.—The three-story brick house and lot situate on the south side of East Houston-st., near Crosby-st., and known as No. 29. Lot 26 feet front by 128 feet 7 inches in depth.

ADRIAN H. MULLER, Auctioneer.

WATER-ST. PROPERTY AT AUCTION.

ADRIAN H. MULLER, P. R. WILKINS & CO., will sell at auction on FRIDAY, Feb. 15, at 12 o'clock, at the Exchange Salesroom, No. 111 Broadway:

WATER-ST.—The four-story brick store and lot of land situate on the north side of Water-st., between Old and Coenties Slips, and known as No. 48 Water-st. Lot 23 feet 5 inches front, 24 feet 2 inches rear by 65 feet deep. Store about 60 feet in depth.

EDWARD M. BROWN, Auctioneer.

BY T. R. MINTURN.

THIS DAY, (Thursday,) Feb. 14, at 12 o'clock, on Pier No. 12 East River:
4,650 boxes fresh Sicily Oranges.
1,350 boxes fresh Sicily Lemons.
Cargo bark *Concettina*, from Palermo.
Immediately after, on Pier No. 9 East River:
400 boxes fresh Malaga Lemons, landing ex *Prairie Bird*.

ADRIAN H. MULLER, Auctioneer.

EXECUTOR'S SALE OF VALUABLE property on Houston, Allen, Madison and Scammel sts.—ADRIAN H. MULLER, P. R. WILKINS & CO., will sell at auction, on THURSDAY, Feb. 14, at 12 o'clock, at the Exchange Salesroom, No. 111 Broadway. By order of the Executors of Samuel Griffing, deceased.

HOUSTON-ST.—The five-story brick house and store and lot of land on the southerly side of Houston-st., 93 feet west of Allen-st., and known as No. 157 Houston-st. Lot 25x73.9.

ALLEN-ST.—The five-story brick house and lot on the westerly side of Allen-st., 175 feet north of Stanton-st., and known as No. 195 Allen-st. Lot 25x79.

MADISON-ST.—The two lots of land, with the four-story brick house, and two-story and attic brick house and frame houses thereon, situate on the southerly side of Madison-st., and known as Nos. 364 and 366 Madison-st. Lots together 50x94.

SCAMMEL-ST.—The four-story brick house and lot on the easterly side of Scammel-st., next to the corner of Monroe-st., and known as Nos. 36 and 36½ Scammel-st. Lot 27x95.

Sixty per cent. can remain on bond and mortgage.

ADRIAN H. MULLER, Auctioneer.

PEREMPTORY SALE OF VALUABLE PROPERTY ON CHATHAM, PEARL AND BAXTER STREETS—To close the estate of Matthew Bolmer, deceased.

ADRIAN H. MULLER, P. R. WILKINS & CO., will sell at auction on TUESDAY, Feb. 19, at 12 o'clock, at the Exchange Salesroom, No. 111 Broadway:

The valuable property situate on the northwest corner of Pearl and Chatham sts., and known as Nos. 108 and 110 Chatham, and Nos. 466, 468 and 470 Pearl sts.; also, the property adjoining on the rear of the Pearl-st. property, fronting on Baxter-st., and known as No. 6 Baxter. This property has a front on Chatham-st. of 29 feet 5 inches, on Pearl-st. of 114 feet, on Baxter-st. of 25 feet. Its depth on the easterly side is about 125 feet, and on the northerly line from Pearl to Baxter-st. about 187 feet. This is one of the most valuable business locations now offering in the market, and well worthy the attention of capitalists.

Maps at the office of the auctioneers, No. 7 Pine-st.

CITY OF NEW-YORK, DEPARTMENT }
OF FINANCE, Feb. 14, 1867. }

FERRY LEASES AT AUCTION.—AT THE City Hall, on TUESDAY, 19th March, 1867, at eleven o'clock A. M., will be sold at public auction, to the highest bidder, with adequate security, for the term of ten years from the first day of May, 1867.

The lease of the Ferry as now established from the foot of Whitehall-street to Staten Island.

The lease of the Ferry to be established from the foot of Twenty-first-street, North River, to Pavonia, N. J.

The said ferry leases will be sold with all the rights, privileges and advantages thereof belonging to the Corporation of the City of New-York.

Terms and conditions of sale may be had upon application at the Comptroller's office.

By order of the Commissioners of the Sinking Fund.

RICHARD B. CONNOLLY, Comptroller.

ADRIAN H. MULLER, Auctioneer.

ADRIAN H. MULLER, P. R. WILKINS & CO., will sell at auction, on THURSDAY, Feb. 14, at 12 o'clock, at the Exchange Salesroom, No. 111 Broadway, 10 three-story brick houses and lots, as follows: Nos. 240, 242, 244, 246, 248 and 250 West 18th-st., having high stoops, with brown-stone basements. Also, Nos. 21, 23, 25 and 27 9th-av. No. 27 is a valuable corner store, doing a large business. This property is in the Ninth Ward, and in the immediate vicinity of the contemplated Gansevoort Market, and is desirable as an investment. Maps can be had of the Auctioneer, No. 7 Pine-st.

MORRIS WILKINS, Auctioneer.

TRUSTEES' SALE OF NO. 294 PEARL-ST.—E. H. LUDLOW & CO. will sell at auction on FRIDAY, Feb. 15, 1867, at 12 o'clock, at the Exchange Salesroom, No. 111 Broadway, (Trinity Building,) New-York, to close the estate of John Cauldwell, deceased:

PEARL-ST.—The valuable 3-story brick store and lot, No. 294 Pearl-st., east side, between Beekman and Ferry sts. Lots 26 feet 8 inches front, 26 feet rear by 84 feet 7 inches in depth. Possession May 1, 1867. Half of the purchase money can remain on bond and mortgage. Maps, &c., at No. 3 Pine-st.

JOSEPH HEGEMAN, Auctioneer.

FRIDAY, FEB. 15, AT 10 O'CLOCK, A. M., at the Central Salesrooms, Willoughby, corner of Pearl-st., Brooklyn:

Rosewood, walnut and mahogany marble-top parlor, chamber and dining-room furniture, pianos, mirrors, carpets, mattresses, bedding, fancy goods, gas chandeliers, stoves, &c., &c.

AUCTION SALE.—WILL BE SOLD AT PUBlic auction on WEDNESDAY, Feb. 13, at 12 M., at the Inspection of Provisions and Clothing, Navy-yard, New-York,

50,000 POUNDS PRESERVED MEATS.

By order of the Chief of Bureau of Provisions and Clothing.

D. GIBSON, Paymaster.

CENTRAL PARK AND BOULEVARD LOTS AT AUCTION.—BLEECKER & DENISON will sell on THURSDAY, Feb. 14, 1867, at 12 o'clock, at the Merchants' Exchange Salesroom, No. 111 Broadway: Six full lots north side of 58th-st., between 8th and 9th avs.

AUCTION SALES.

MINER & SOMERVILLE, Auctioneers.

HOUSEHOLD FURNITURE AT AUCTION—FRIDAY, Feb. 15, at 10½ o'clock, at the private residence, No. 108 West 40th-st.

PROPOSALS.

PROPOSALS FOR ARMY TRANSPORTATION.

QUARTERMASTER-GENERAL'S OFFICE, }
WASHINGTON, D. C., Jan. 15, 1867. }

Sealed proposals will be received at this office until 12 o'clock M. on the 28th day of February, 1867, for the transportation of military supplies during the year commencing April 1, 1867, and ending March 31, 1868, on the following routes:

ROUTE NO. 1

From Fort McPherson, Nebraska Territory, or such points as may be determined upon during the year, on the Omaha branch of the Union Pacific Railroad, west of Fort McPherson, or from Fort Laramie, Dacotah Territory, to such posts or depots as are now or may be established in the Territory of Nebraska, west of longitude 102 degrees, in the Territory of Montana, south of latitude 46 degrees in the Territory of Dacotah, west of longitude 104 degrees in the Territory of Idaho, south of latitude 44 degrees and east of longitude 114 degrees, and in the Territories of Utah and Colorado, north of latitude 40 degrees, including, if necessary, Denver City.

ROUTE NO. 2.

From Fort Riley, State of Kansas, or such points as may be determined upon during the year, on the Union Pacific Railroad, E. D., to any posts or depots that are now or may be established in the State of Kansas or in the Territory of Colorado, south of latitude 40 degrees north, and to Fort Union, New-Mexico, or other depot that may be designated in that Territory, and to any other point or points on the route.

ROUTE NO. 3.

From Fort Union or such other Depot as may be established in the Territory of New-Mexico, to any posts or stations that are or may be established in that Territory, and to such posts or stations as may be designated in the Territory of Arizona, and in the State of Texas west of longitude 105 degrees.

ROUTE NO. 4.

From St. Paul, Minnesota, to such posts as are now or may be established in the State of Minnesota and in that portion of Dacotah Territory lying east of the Missouri River.

The weight to be transported during the year will not exceed on Route No. 1 thirty million (30,000,000) pounds, on Route No. 2 twenty million (20,000,000) pounds, on Route No. 3 eight million (8,000,000) pounds, and on Route No. 4 three million five hundred thousand (3,500,000) pounds.

Proposals will be made for each Route separately.

Bidders will state the rate per hundred (100) pounds per hundred (100) miles at which they will transport the stores in each month of the year beginning April 1, 1867, and ending March 31, 1868.

Bidders should give their names in full as well as their places of residence, and each proposal should be accompanied by a bond in the sum of ten thousand dollars ($10,000) signed by two or more responsible persons, guaranteeing that in case a contract is awarded for the route mentioned in the proposal to the party proposing, the contract will be accepted and entered into and good and sufficient security furnished by said party in accordance with the terms of this advertisement.

The contracter will be required to give bonds in the following amounts:

On Route No. 1 $250,000.
On Route No. 2 $200,000.
On Route No. 3 $100,000.
On Route No. 4 $50,000.

Satisfactory evidence of the loyalty and solvency of each bidder and person offered as security will be required.

Proposals must be indorsed:

"Proposals for army transportation on route No. 1, 2, 3 or 4," as the case may be, and none will be entertained unless they fully comply with the requirements of this advertisement.

The party to whom an award is made must be prepared to execute the contract at once, and to give the required bonds for the faithful performance of the contract.

The right to reject any and all bids that may be offered is reserved.

The contractor on each route must be in readiness for service by the 1st day of April, 1867, and will be required to have a place of business or agency at which he may be communicated with promptly and readily. For route No. 1, at Omaha, Nebraska Territory; for route No. 2, at Fort Riley, Kansas; for route No. 3, at Fort Union, New-Mexico; for route No. 4, at St. Paul, Minnesota, or at such other point for each of the several routes as may be indicated as the starting point of the route.

Blank forms showing the conditions of the contract to be entered into for each route can be had on application at this office, or at the office of the Quartermaster at New-York, St. Louis, Fort Leavenworth, Omaha, Santa Fe, Fort Snelling, and must accompany and be a part of the proposal.

By order of the Quartermaster General.

ALEXANDER BLISS,
Brevet Colonel and
Assistant-Quartermaster, U. S. A.

GOVERNMENT SALE.

The property known as the "GOVERNMENT TANNERY AND STEAM SAW-MILL," with seventy-five acres of land, near San Antonio, Texas.

Sealed proposals, in duplicate, will be received up to the 1st day of March, 1867, for the purchase of 75 acres of land, (more or less,) together with the buildings erected thereon, and the appurtenances appertaining, that is to say:

ONE TANNERY,
Containing twelve Stone Lime Vats,
FIFTY-TWO WOODEN VATS,
SEVEN STONE POOLS,
and capable of tanning 15,000 hides per annum.
ONE STEAM SAW-MILL, capable of sawing 3,000 feet of lumber daily.
ONE SMALL STONE BUILDING.

The above property is situated about two miles above San Antonio, on the San Antonio River, and the water is conducted to the establishment by a race of hewn stone laid in cement.

The land was purchased and improvements made by the late so-called Confederate Government, and are estimated to have cost $150,000 in gold.

The property has been under lease for the year 1866, at a monthly rent of $516, payable in advance. A secured title in fee simple will be given by the United States Government.

Proposals will be marked "Proposals for Government Tannery and Saw-mill," and addressed to

J. B. KIDDOO,
Brevet Maj.-Gen., Assist. Com'r, Bureau R. F. & A. L.,
Galveston, Texas.

BUSINESS CHANCES.

SPECIAL OR GENERAL PARTNER with from $30,000 to $50,000 wanted, to increase a lucrative and prosperous business; large factory in a neighboring city, and warerooms in New-York; will give and require unexceptionable references as to integrity and morality. Communications (by principals only) may be addressed to S. B. D., Box 160 *Times* Office.

LEASE, STOCK AND FIXTURES OF A BROADWAY STORE FOR SALE.—Stock consisting of parasols and fancy goods; business well established; rent low. Apply on the premises, No. 861 Broadway, near 17th-st., west side. Proprietor going into the manufacturing business.

HORSE, WAGON, HARNESS, GROCERY store, stock, fixtures, &c., &c., for sale at WILLIAM ORLAND'S, Main-st., Astoria, L. I.

FURNITURE.

REMOVAL.

WARREN WARD & CO.,
NO. 277 CANAL-ST.,

MANUFACTURERS OF WALNUT, CHESTNUT and fine ENAMELED CHAMBER FURNITURE, will remove about the 1st of March to their new and spacious warerooms, corner of Spring and Crosby sts., one block east of Broadway, between the St. Nicholas and Metropolitan Hotels.

We have at present the largest and best stock of CHAMBER FURNITURE of any house in this City, which we will sell prior to our removal at a very great reduction in prices.

SINGER'S PATENT SPRING BEDS REQUIRE but one mattress; clean, healthy; warranted for years; no leathers or strings about them. Sold everywhere. Warerooms No. 215 Centre-st.

PRICES REDUCED PRIOR TO REMOVAL.—Furniture of every description, looking-glasses, mattresses, &c., parlor and chamber suites at cost. B. M. COWPERTHWAIT, No. 11 Bowery.

LOST AND FOUND.

LOST—ON WEDNESDAY AFTERNOON, FEB. 13, between 11th-st. on Broadway, and 12th-st. and 4th-av., a POCKET-BOOK containing about $35 in greenbacks, a coupon for May interest on 5-20 bond, June, 1864, No. 75,401, upon which payment has been stopped, a Hudson River Railroad ticket and check. The finder will be liberally rewarded on leaving the same at No. 68 East 22d-st.

$25 REWARD.—LOST ON TUESDAY EVENING, Feb. 12, in going to or from Cooper Institute to St. Marks-place, between 1st and 2d avs., a lady's gold WATCH and CHAIN; made by Chas. E. Jacot, No. 467, hunting case, engraved Emma, 1866. The above reward will be paid the finder by leaving the property at the Croton Brewery, No. 59 Chrystie-st., near Canal.

$20 REWARD.—LOST FROM A CARRIAGE, going from 38th-st., through 5th-av., 8th-st. and Broadway, to Cortlandt-st. Ferry, a BLACK LEATHER BAG, marked on the side, W. W. W.; on the bottom, Southport, Conn. The above reward will be paid, and no questions asked, by delivering to Nos. 75 and 77 Duane-st. WHITMARSH, BAKER & CO.

FOUND ADRIFT, FEB. 9.—TWO FLOAT stages and a flat boat. The owner can have the same by applying to PAUL CORNELL, Jr., at Quarantine S. I., and paying charges.

DRY GOODS.

R. H. MACY.

DESCHAMP'S BEST QUALITY FRENCH KID GLOVES, EVERY PAIR WARRANTED.
Ribbons, Laces, Embroideries, Handkerchiefs, White Goods, Hosiery, Gloves, Underwear, &c.,
AT POPULAR PRICES.

We are now importing all the Perfumes, Extracts, Soaps, Pomades, Powders, &c., of the celebrated manufacture of the

MAISON VIOLET, PARIS.
No. 66 14th-st., between 5th and 6th avs.
Nos. 204 and 206 6th-av.
14th-st. and 6th-av.

NO. 27 BOND-ST.—WE OFFER, UNDER cost,
OUR REMAINING IMPORTED GOODS.
HATS FROM $5,
CLOAKS FROM $25.
MMES. PARRAIN, PAUL & CO., de Paris.

REMOVAL.—GASHERIE, EMERY & CO., Dry Goods, have removed to Nos. 48 and 50 Walker-st., a few doors west of Broadway.

LEGAL NOTICES.

PURSUANT TO AN ORDER OF JOHN W. MILLS, Surrogate of the County of Westchester, notice is hereby given, according to law, to all persons having claims against the estate of PETER POILLON, JR., late of the town of Yonkers, in said county deceased, to present the same, with the vouchers thereof, to the undersigned, Executor of the last will and testament of the said deceased, at his office, No. 19 William-st., Room No. 18, New-York City, on or before the 15th day of June, A. D., 1867.

Dated this 5th day of December, A. D., 1866.

WM. B. BLACKWELL, Executor.

dec6-law6mTh

IN PURSUANCE OF AN ORDER OF ROSWELL C. BRAINARD, Esq., Surrogate of the County of Kings: Notice is hereby given, according to law to all persons having claims against BURTON E. CLARK late of the City of Brooklyn, deceased, that they are required to exhibit the same, with the vouchers thereof to the subscriber, at his office, No. 25 Pearl-st., in the City of New-York, on or before the Fourteenth day of February next.

Dated, AUG. 7, 1866. LUCIUS BRADLEY, Executor.

A8-law6m

RELIGIOUS NOTICES.

SPANISH-AMERICAN CHURCH.—THE Church of Santiago celebrates Divine Service in Spanish in Trinity Chapel in 25th-st., near Broadway, on SUNDAY AFTERNOONS at 3 o'clock. Rev. E. C. RILEY, from Santiago, Chili, will (D. V.) preach next Sunday. Seats free.

SITUATIONS WANTED.

FEMALES.

WANTED—SITUATIONS FOR EXPERIenced cooks, laundresses, waitresses, nurses, seamstresses and general servants, with unexceptionable references to the first families in Brooklyn, at MANNING'S "Select" Agency, No. 15 Court-st., (A. A. Low's building,) opposite City Hall, Brooklyn—patronized by our first families.

WANTED—BY A RESPECTABLE PERSON A situation to do the cooking, and part of the washing and ironing, of a private family; is a good cook and a first-rate baker, and perfectly understands her business; best City reference. Call for two days at No. 333 East 12th-st.

WANTED—A SITUATION BY A YOUNG Protestant woman as lady's maid or seamstress; can cut and fit ladies' dresses, dress hair, work on Wheeler & Wilson's machine; has good recommendations; no objection to the country. Apply at BEDELL'S, No. 311 4th-av.

WANTED—A SITUATION BY A PROTESTANT woman as chambermaid and seamstress or nurse; good City reference. Can be seen for two days at No. 330 1st-av., between 19th and 20th sts., second floor, back room.

WANTED—BY A YOUNG WOMAN A SITUAtion as competent seamstress; understands cutting and fitting ladies' and children's dresses and all kinds of family sewing; would go to the country; good reference. Address Mrs. B., Station D.

WANTED—A SITUATION AS SEAMSTRESS, to go by the day or month; understands dressmaking and all kinds of family sewing; good City reference. Call for two days at No. 49 East 18th-st., between Broadway and 4th-av.

WANTED—A SITUATION BY A FIRST-CLASS cook, who thoroughly understands her business in all its branches; no objection to do part of the washing; has the best of references. Call at No. 204 East 17th-st., between 1st-av. and Avenue A.

WANTED—A SITUATION BY A FIRST-CLASS cook, meat and pastry, in a French or American private family, boarding-house or hotel; best of recommendations. Apply at No. 37 West 12th-st., between 5th and 6th avs., first floor, for two days.

WANTED—SITUATIONS BY TWO PROTESTant girls; one as cook, washer and ironer, the other as chambermaid and waitress in a small family; City reference. Call or address for two days No. 314 1st-av., fourth floor.

WANTED—A SITUATION AS COOK, WASHER and ironer in a small family; good City reference can be given; no objection to go a short distance in the country. Call at No. 81 3d-av., near 12th-st., over the shoe-store.

WANTED—A SITUATION BY A YOUNG GIRL as chambermaid and waitress, or chambermaid and seamstress, in a private family; has the best of City reference. Can be seen for two days at No. 31 East 12th-st. from 10 to 4 o'clock.

WANTED—A SITUATION AS COOK BY A respectable woman, who understands all kinds of French, English and American cooking, desserts, &c.; best of reference. Apply at her present employer's, No. 68 Irving-place.

WANTED—AT BOOKHAM'S, NO. 329 4TH-AV., near 25th-st., situations for first-class cooks, cooks, washers and ironers, chambermaids, waitresses, laundresses, nurses, seamstresses, houseworkers, young girls and those lately landed; City and country.

WANTED—SITUATIONS FOR TWO GERMAN girls, one as good cook, washer and ironer; also two young tidy German girls, can take of children, wait, tend, &c.; also a first-class cook. Can be seen at the Select Institute, No. 106 6th-av., between 8th and 9th sts.

WANTED—A SITUATION BY A RESPECTABLE young woman as chambermaid and do plain sewing; otherwise do general housework; to do washing and plain cooking in a private family; can give the best City reference. Call for two days at No. 119 West 25th-st.

WANTED—A SITUATION BY A FIRST-CLASS cook; understands all kinds of cooking, soups, meats, game and pastry; City reference. Call, for two days, at No. 95 West 19th-st.

WANTED—A SITUATION BY A RESPECTable Scotch Protestant girl as waitress or as parlor or chambermaid in a first-class family. Can be seen at No. 23 West 13th-st., from 10 to 2.

WANTED—A SITUATION BY A PROTESTANT woman as first-class laundress; understands all kinds of laundry work; has the best City recommendations. Apply at BEDELL'S, No. 311 4th-av.

WANTED—A SITUATION BY A CANADIAN girl as seamstress and chambermaid, or nurse and seamstress. Can be seen for two days at No. 430 2d-av., between 24th and 25th sts.

WANTED—A SITUATION AS NURSE AND plain seamstress by a neat, capable girl. Can be seen for two days at the residence of her former employer, No. 45 West 31st-st.

WANTED—A SITUATION BY A RESPECTAble American girl, in a private family, to do plain sewing and light chamberwork. Call, for two days, at No. 266 West 31st-st.

WANTED—A SITUATION BY A YOUNG WOman as chambermaid and waitress or chambermaid and fine washer. Apply at her present employer's, No. 473 5th-av., between 40th and 41st sts.

WANTED—BY A RESPECTABLE MIDDLE-aged English woman a situation as infant's nurse or housekeeper. Address, for two days, NURSE, No. 1,251 Broadway.

WANTED—AN AMERICAN GIRL COMPEtent to serve as nurse to a child three years old, and do family sewing; must have the best of City reference. Apply at No. 7 Great Jones-st.

WANTED—A SITUATION BY A PROTESTANT woman as competent cook in a gentleman's family; no objection to the country. Can be seen, for two days, at No. 20 East Pacific-st., Brooklyn, fancy store.

WANTED—A SITUATION BY A PROTESTANT woman as first-class cook; understands boning and larding and all kinds of desserts. Can be seen at No. 183 West 27th-st., between 8th and 9th avs.

WANTED—A SITUATION BY A YOUNG AMERican girl, 16 years of age, to do chamberwork or waiting, or make herself generally useful. Call at No. 209 West 40th-st., for two days.

WANTED—BY A RESPECTABLE YOUNG WOman a situation as good cook; is a good baker; will assist with the washing if required; good City references. Call, for two days, No. 113 West 15th-st.

WANTED—A SITUATION AS SEAMSTRESS by a Protestant girl; none but a first-class family need inquire; the advertiser understands dressmaking. Can be seen at No. 113½ 7th-av.

WANTED—A SITUATION BY A YOUNG GIRL as seamstress; can cut and fit children's dresses; would not object to the care of children; can get good references. Call for two days, at No. 49 East 31st-st.

WANTED—BY AN AMERICAN WOMAN, A situation as infant nurse, with good reference. Apply at No. 136 West 28th-st., between 7th and 8th avs.

WANTED—A SITUATION BY A FIRST-CLASS English cook. Call at 57th-st., corner of Broadway, southeast corner, toy-store.

WANTED—A SITUATION BY A YOUNG woman to cook and assist with the washing. Call at No. 61 West 12th-st., between 5th and 6th avs.

WANTED—A SITUATION BY A RESPECTAble girl to take care of children and do plain sewing; good City reference given. Apply at 45 West 31st-st.

FAMILIES, HOTELS AND BOARDING-HOUSES promptly supplied with female help of all nations, who are competent to do the different branches of housework; also coachmen, gardeners, farm hands, porters, waiters, servants, &c. Apply at CARPENTER'S Employment House, 138 11th-st., corner 6th-av.

A LADY IS DESIROUS OF FINDING A good place for a faithful, trustworthy and honest woman, as nurse and seamstress, or to wait or travel with a lady; she can recommend her for neat sewing and kindness to children. Apply at No. 62½ East 21st-st.

MALES.

WANTED—A SITUATION BY A PRACTICAL gardener of long experience in the culture and management of greenhouses, graperies, &c.; also, the laying out and improving of new places; is married, with small family; satisfactory references given. Address GARDENER, Box No. 199 *Times* Office.

WANTED—BY A YOUNG MAN A SITUATION as coachman and groom; understands his business thoroughly; is a good waiter; served his last employer 12 years; City reference can be given. Can be seen for two days or until engaged. Call or address J. G., coachman, Mr. Briggs' stable, 40th-st., on 6th-av.

WANTED—A SITUATION BY A FIRST-CLASS experienced English gardener, who thoroughly understands hot and cold graperies, stove and greenhouse plants, vegetables, &c.; married, without incumbrance; best of reference. Address, for three days, W. H., No. 321 West 25th-st.

WANTED—BY A SINGLE MAN, A SITUATION as gardener; understands all work about a gentleman's place, cows, horses, fruit-trees, flowers, hotbeds, or a small farm; has City reference. Address E. D., Box No. 201 *Times* Office.

WANTED—A SITUATION AS GARDENER BY a Scotchman who understands his business in all its branches; is married, but has no incumbrances. Call or address W. R., No. 122 East 53d-st., between Lexington and 4th avs., for three days.

WANTED—A SITUATION AS GARDENER BY a man of long experience in landscape gardening; also the cultivation of greenhouse plants; hot and cold graperies; seven years' reference from his last place. Address GARDENER, No. 574 11th-av., New-York.

WANTED—A SITUATION BY A YOUNG MAN as coachman and groom; thoroughly understands his business in all its branches; best of reference from his last employer. Address J. K., Box No. 205 *Times* Office.

WANTED—A SITUATION AS GARDENER BY a Scotchman who understands hot and cold graperies, stove and greenhouse plants, vegetables, &c.; married, without incumbrance; reference given. Address J. C., Box No. 204 *Times* Office.

WANTED—A SITUATION AS GARDENER, single; understands the management of graperies, greenhouses, fruit and vegetable gardens; good references; no objection to any part of the country. Address A. B. C., Box No. 197 *Times* Office.

WANTED—A SITUATION, BY A STEADY married man, no incumbrances, as coachman and gardener or useful man; understands the care of horses, cows, &c.; good driver; wife good cook. Best testimonials at BOOKHAM'S, No. 329 4th-av., near 25th-st.

WANTED—A SITUATION AS COACHMAN and gardener by a young Protestant German; understands grapery, greenhouse and all branches of gardening; he has the best of references of his last employers. Call at No. 355½ Bowery, in the store.

WANTED—A SITUATION AS GARDENER, BY a German with small family, who understands gardening in all its branches; best of City reference. Can be seen at Henderson & Flemings' seed store, No. 67 Nassau-st.

WANTED—BY A SINGLE YOUNG PROTESTant man, a situation as coachman and groom; understands the care and treatment of fast horses; has reference from last place. Call or address at BEDELL'S, No. 311 4th-av.

WANTED—BY A SINGLE YOUNG PROTESTant man, a situation as coachman and to help in the garden; has reference from last place. Call or address No. 244 East 37th-st.

WANTED—BY A YOUNG A MAN SITUATION as coachman and groom; good references. Address ROBERT STARLING, No. 345 3d-av., between 26th and 27th sts.

WANTED—A SITUATION, BY A FIRST-CLASS waiter in a private family; a respectable, steady man; has good City reference; will be heard of for three days. Address T. S., Box No. 211 *Times* Office.

WANTED—A SITUATION AS COACHMAN BY a respectable single man; thoroughly understands the care of horses; is a good careful driver; satisfactory reference. Address J. McK., Box No. 136 *Times* Office.

WANTED—BY A GARDENER A SITUATION; he is German; has experience in this country; is a single man, and has references. Address GARDENER, No. 309 Bowery.

WANTED—A SITUATION BY A COLORED man as coachman; an excellent man, with the very best of recommendations. Apply at No. 320 4th-av., corner of 24th-st.

SITUATIONS WANTED.

MALES.

WANTED—A SITUATION AS GARDENER and florist on a gentleman's place; has had much experience in laying out and improving grounds; quite conversant on vegetables, hot and cold vineries, greenhouse and hothouse fruits and flowers of all kinds; no objection to any part of the United States; good reference can be given. Can be heard from for two weeks in Burlington by addressing M. O. C., care Hon. D. A. Smalley, Burlington, Vt.

WANTED—A SITUATION AS USEFUL MAN around a gentleman's place by a very respectable young Englishman of Protestant principles; understands the care of horses and driving, milking cow, &c.; is willing to do whatever is to be done; never uses intoxicating drinks nor tobacco; refers to his last employer. Apply at No. 10 Tillary-st., Brooklyn.

WANTED—BY A RESPECTABLE ENGLISHman, a situation as coachman and groom; he thoroughly understands his business, and can produce unexceptionable testimonials from last employers; would have no objections to make himself useful. City or country. Address C. R., Box No. 212, *Times* Office.

WANTED—BY A PROTESTANT YOUNG MAN a situation as coachman, groom or plain gardener; can milk; is willing and obliging; no objection to the country. Call or address H. D., for two days, at No. 330 West 26th-st.

WANTED—A SITUATION AS FARMER BY an active married man, without family; is a good plowman; has a general knowledge of farming, and is not afraid of work. Address J. M., Box No. 210 *Times* Office.

WANTED—A SITUATION BY A SINGLE MAN as coachman, who understands the business thoroughly; is a good groom and careful driver; well experienced in Brooklyn and New-York; the best of City reference given. Address J. M., Box No. 212 *Times* Office.

WANTED—A BOOK-KEEPER'S SITUATION by a competent and reliable young man; best of references. Address C. C. B., Box No. 104 *Times* Office, for one week.

WANTED—A SITUATION AS COACHMAN or groom by a single young man; can come well recommended. Address B., Box No. 204 *Times* Office.

WANTED—BY A YOUNG MAN FROM DUBLIN, a situation as porter or watchman; refers to last employer. Address N. W., Box No. 214 *Times* Office.

HELP WANTED.

WANTED—A COMPETENT PERSON OF GOOD position and of high respectability to solicit subscriptions to the stock of a first-class manufacturing company, about to be started in this City; stock mostly taken and works nearly finished. Address Box No. 368 Post-office.

WANTED—A COACHMAN—A MAN THOroughly experienced and steady, who can give the best references; first-rate men only may address Box 4,675 New-York Post-office, stating age and references.

WANTED.—A GOOD PROTESTANT COOK, willing to assist in the washing and ironing, and having good references, may apply at No. 52 West 39th-st., between 10 and 12 o'clock.

WANTED—A FEW LADY AGENTS TO CANvass for *Woman's Work in the Civil War*, by L. P. BROCKET. Address, E. K. WILLIAMS, No. 5 Spruce-st., New-York.

WANTED—A GIRL TO COOK, WASH AND iron, with good City reference. Apply at No. 80 West 43d-st.

WANTED—A SINGLE MAN WHO IS A FIRST-rate gardener and understands farming. Address, giving reference and terms, Box No. 780 Post-office.

WANTED—A PROTESTANT GIRL AS NURSE and seamstress. None need apply without good City references. Apply at No. 20 West 46th-st.

WANTED—A FIRST-CLASS GLASS STAINER in a neighboring city. Apply to M. M. PACKER, No. 35 Ferry-st., New-York.

PRINTERS.—WANTED, A YOUNG MAN ACcustomed to making ready on Gordon presses; a good place for a steady and competent hand. Apply to BAKER & GODWIN, No. 1 Spruce-st.

$15 PER DAY SURE.—AGENTS WANTED everywhere to sell our patent white wire clothes lines. For terms, address AMERICAN WIRE COMPANY, No. 149 Broadway, Room No. 4.

MEDICAL.

TO MARRIED AND SINGLE LADIES.

PORTUGUESE FEMALE MONTHLY PILLS.—In all cases of stoppage or irregularity, from whatever cause, they are certain to succeed in forty-eight hours, safe and healthy. They cannot fail in any case. Price $5 a box. Dr. A. M. MAURICEAU, Professor of Diseases of Women, No. 129 Liberty-st., or sent by mail in letter envelope.

Dr. Mauriceau guarantees a safe and immediate removal of all special irregularities in females with or without medicine, at one interview.

Dr. Mauriceau is the author of "The Married Woman's Private Medical Companion," strictly intended for those whose health or circumstances forbid a too rapid increase of family. Price $1. Sold at his office, No. 129 Liberty-st., New-York or sent by mail, free of postage. Address Box No. 1,224 New-York City.

HASTEN TO DR. KENNEDY, NO. 195 Elm-st. He makes the greatest cures known. Thousands are saved by Dr. KENNEDY'S skillful and improved treatment.—Private diseases cured in the shortest possible time by Dr. KENNEDY, No. 195 Elm-st., New-York. Dr. KENNEDY, from the hospitals of London, Paris and Edinburgh, is the discoverer of the only certain remedies for diseases of a private character. In 28 years' practice he has cured more cases of Secret Diseases and Wrong Treatment than all others combined. I can and will cure you in less time and at less expense than any other can or will, and those who have been robbed, call; it will take but little money and time to restore you. If you have been unfortunate, call at once. Sufferers from Impotency, or loss of sexual power, restored to full vigor. Persons at a distance address Dr. G. KENNEDY, 195 Elm-st. Call or write.

A PHYSIOLOGICAL VIEW OF MARRIAGE—Containing nearly 300 pages and 150 fine plates and engravings of the anatomy of the sexual organs, in a state of health and disease, with a treatise on self-abuse, its deplorable consequences upon the mind and body, with the author's plan of treatment—the only rational and successful mode of cure, as shown by the report of cases treated. A truthful adviser of the married and those contemplating marriage, who entertain doubts of their physical condition. Sent, free of postage, to any address on receipt of 25 cents, in specie or postage stamps. Address Dr. LA CROIX, No. 31 Maiden-lane, Albany, N. Y.

TO MARRIED LADIES.—MADAME RESTELL, Professor of Midwifery over 30 years, guarantees a safe and immediate removal of all obstructions from whatever cause, with or without medicine, at one interview, or by mail. Her INFALLIBLE FRENCH MONTHLY PILLS, No. 1, price $1, or No. 2, price $5, which are four degrees stronger, and can never fail, are safe and healthy. Office No. 64 West 34th-st., near 6th-av., or sent by mail. Address Box 2,379 New-York Post-office. Also sold at Druggist's, No. 152 Greenwich st.

THE FEMALE'S FRIEND IN NEED.—Diseases of females exclusively treated at Dr. DUBOIS' office, No. 38 3d-av., near 10th-st.; remedies for female derangements from $1 to $5; relief guaranteed in all cases; consultations and letters confidential; advice gratis; patients from a distance provided with board, nursing and exclusive attendance. Ladies' private advice (letter) free; send for it and escape imposition; electricity scientifically applied; open till 9 P. M.

ALWAYS SURE.—A PATIENT WRITES: "I spent $40 for drugs. All failed. Electricity relieved me in ten minutes, without pain or exposure." A private letter (worth fifty books) given away; write for it and save health and money. Dr. and Mme. DUBOIS, No. 38 3d-av., near 10th-st., New-York. Exclusive board and attendance. Positive relief or money refunded. Consultations, evenings, till 9 P. M.

MANHOOD AND THE VIGOR OF YOUTH regained in three days by using Dr. POWERS' ESSENCE OF LIFE. Restores manhood to the most shattered constitutions, radically curing Seminal Weakness, Sexual Debility, and Impediments to Marriage generally; Nervousness, Mental and Physical Incapacity, resulting from self-abuse, &c. Office, 195 Elm-st.

SURGICAL HOSPITAL FOR THE TREATment of stricture, varicocele, hemorrhoids, fistula, and the more obscure diseases of the pelvic viscera, under the exclusive control of EDWARD H. DIXON, M. D., Editor of the *Scalpel*. Office hours from 8 to 9, 1 to 3, and 7 to 9 evenings, at Doctor's residence, No. 42 5th-av.

DR. LARMONT, NO. 173 BROADWAY.—Treatment from 10 to 5. "Medical Adviser and Marriage Guides," on his special treatment of local, constitutional, nervous diseases, stricture, fistula, piles, &c., $1 50. E. WARNER, Publisher, No. 1 Vesey-st.

DR. POWERS' PERIODICAL DROPS, for both married and single ladies, are the very best thing known, as they will bring on the monthly sickness in case of obstruction from any cause. Expressly for obstinate cases. Dr. POWERS No. 195 Elm-st.

THOUSANDS THAT WERE CONSIDERED irretrievably lost and beyond recovery, have been speedily and effectually cured by Dr. LEWIS' skillful and unerring mode of treatment. Office No. 7 Beach-st.

LADIES' BENEFACTOR, GREAT FEMALE REGULATOR.—Dr. Powers Periodical Drops: best thing known; a cure at one trial. Office, No. 195 Elm-st.

A CURE AT ONE INTERVIEW FOR married ladies, by Dr. POWERS. Office, No. 195 Elm-st.: his Periodical Drops guaranteed effectual.

A.—YOUTHFUL VIGOR AND MANHOOD regained—use Dr. POWER'S ELIXIR, especially all contemplating marriage. Office No. 195 Elm-st.

LADIES CAN ALWAYS RELY ON DR. POWERS' Unfailing French Periodical Drops and Pills; one interview sufficient. Office, No. 195 Elm-st.

LADIES, IF YOU REQUIRE A RELIABLE remedy to restore you, or valuable medical or surgical treatment, consult Dr. DURANT, No. 7 Beach-st.

MANY THOUSANDS ARE RUINED BEYOND REDEMPTION in this life by not calling on Dr. HUNTER sooner or later. He can cure the worst cases of secret disease in a shorter time than any other physician, or no pay taken. Skeptics and doubters will please call and read hundreds of reliable certificates of cures made within the last thirty years of almost hopeless cases, that had had the benefit of dozens of our most eminent physicians and surgeons. Dr. Hunter is in constant attendance from 8 in the morning till 9 at night, at his old office, No 3 Division-st., New-York City, since 1834. Charges moderate, and a cure guaranteed. Separate rooms, so that the patient sees no one but the Doctor himself. His wonderful medical discovery, DR. HUNTER'S RED DROP, cures private diseases when regular treatment and all other remedies fail; cures without dieting or restriction in the habits of the patient; cures without the disgusting and sickening effects of all other remedies; cures in new cases in less than six hours; cures without the dreadful consequent effects of mercury, and possesses the peculiarly valuable property of annihilating the rank and poisonous taint that the blood is sure to absorb unless his remedy is used. This is what he claims for it, and what no other will accomplish. $2 per vial. Book, 50 pages, gratis, on nervous debility, causes of impotency, marasmus &c.

PUBLIC NOTICES.

APPLICATION WILL BE MADE TO the Governor of the State of New-York, on the 25th day of Feb., 1867, for the pardon of ROBERT SMITH, who was convicted on the 18th day of May, 1866, at a Court of Sessions, County of New-York, of the crime of burglary in the third degree, and sentenced to the State Prison at Sing Sing for the term of two years and six months.—Dated Feb. 8, 1867.

COPARTNERSHIP NOTICES

DIVIDENDS—CROWN POINT GOLD AND Silver Mining Company, $100 per foot, due 15th inst. Imperial Silver Mining Company, $12 per share, due 15th inst.

Payable in gold coin, less exchange, at the agency of the Bank of California.

LEES & WALLER, No. 33 Pine-st.

MEETINGS.

AMERICAN INSTITUTE—ANNUAL ELECTION.—An election for trustees and committees of this Institute will be held at the rooms of the Institute in the Cooper Building, on THURSDAY, the 14th of February, 1867. The polls will open at 3 and close at 9 o'clock P. M.

HORACE GREELEY, President.
JAMES BULL, Rec. Sec.

SHIPPING.

NATIONAL STEAM NAVIGATION CO.
(Limited.)

Steamers weekly to Liverpool, calling at Queenstown. The splendid first-class iron steamships of this line will be dispatched as follows from Pier No. 47 North River:

VIRGINIA, Capt. PROWSE........SATURDAY, Feb. 16
HELVETIA, Capt. THOMPSON........SATURDAY, Feb. 23
PENNSYLVANIA, Capt. LEWIS........SATURDAY, Mar. 2
LOUISIANA, Capt. HARRINGTON.SATURDAY, Mar. 9
ENGLAND, Capt. GRACE........SATURDAY, Mar. 16
ERIN, Capt. CUTTING........SATURDAY, Mar. 23
THE QUEEN, Capt. GROGAN.....SATURDAY, Mar. 30

And every Saturday thereafter.

An experienced Surgeon on each ship, free of charge. Drafts issued for any amount, payable at any bank in Great Britain, or on the continent.

Rates of passage, payable in currency,

	Cabin.	Steerage.
To Liverpool or Queenstown....	$100	$30

Through passage to Paris, London, Antwerp, Hamburg, Bremen, &c., at low rates.

Steerage passage tickets to bring persons from Liverpool or Queenstown for $35, currency, can be obtained at No. 27 Broadway.

For freight or cabin passage apply at the office of the Company, No. 57 Broadway; for steerage tickets, at the passage office of the Company, No. 27 Broadway, or No. 75 Pearl-st.

F. W. J. HURST, Manager.

STEAM TO GLASGOW AND LIVERPOOL.

Sailing at Londonderry to land mails and passengers.
The favorite passenger steamships of
THE ANCHOR LINE
SAIL EVERY SATURDAY.

COLUMBIA, CARNAGHAN........SATURDAY, Feb. 16
HIBERNIA, MUNROE........SATURDAY, Feb. 23
UNITED KINGDOM, SMITH....SATURDAY, March 2

From Pier No. 44 North River.

RATES OF PASSAGE PAYABLE IN CURRENCY.

To Liverpool, Glasgow and Derry—Cabins, $90 and $70; steerage, $30.

Prepaid certificates from these ports to New-York, $35.

To Hamburg, Havre, Antwerp, &c., $100 and $37.

For further particulars apply at the Company's offices.
FRANCIS MACDONALD & CO., Agents,
No. 6 Bowling-green, New-York.

STEAM TO LIVERPOOL—CALLING AT QUEENSTOWN.—The Inman Line, sailing semi-weekly, carrying the United States Mails:

CITY OF BALTIMORE........SATURDAY.....Feb. 16
KANGAROO........WEDNESDAY....Feb. 20
CITY OF WASHINGTON...SATURDAY.....Feb. 23
CITY OF NEW-YORK........SATURDAY.....Mar. 2
CITY OF ANTWERP........SATURDAY.....Mar. 9

and each succeeding SATURDAY and WEDNESDAY, at noon, from Pier No. 45 North River.

RATES OF PASSAGE
By the mail steamers sailing every Saturday.

PAYABLE IN GOLD.		PAYABLE IN CURRENCY.	
First Cabin........	$110	Steerage........	$30
First Cabin to London..	115	Steerage to London.....	35
First Cabin to Paris.....	125	Steerage to Paris........	45

Passage by the Wednesday steamers, first cabin, $110; steerage, $30. Payable in United States currency.

Passengers also forwarded to Havre, Hamburg, Bremen, &c., at moderate rates.

Steerage passage from Liverpool or Queenstown, $37 currency. Tickets can be bought here by persons sending for their friends.

For further information, apply at the Company's offices.
JOHN G. DALE, Agent,
No. 15 Broadway, New-York.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.
BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR;
AND
BETWEEN BOSTON AND LIVERPOOL, CALLING AT HALIFAX AND CORK HARBOR.

AUSTRALASIAN leaves New-York, Wednesday, Feb. 20.
CHINA leaves Boston, Wednesday, Feb. 27.
JAVA leaves New-York, Wednesday, March 6.
ASIA leaves Boston, Wednesday, March 13.
CUBA leaves New-York, Wednesday, March 20.
AFRICA leaves Boston, Wednesday, March 27.

FROM NEW-YORK TO LIVERPOOL.
Chief Cabin Passage........$130
Second Cabin Passage........100

FROM BOSTON TO LIVERPOOL.
Chief Cabin Passage........$125
Second Cabin Passage........80

Payable in gold, or its equivalent in United States currency.

Berths not secured until paid for.

An experienced surgeon on board.

The owners of these ships will not be accountable for specie or valuables unless bills of lading having the value expressed are signed therefor.

For freight or passage, apply to
E. CUNARD, No. 4 Bowling-green.

CUNARD EMIGRANT LINE.
BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT QUEENSTOWN.
FROM NEW-YORK EVERY WEDNESDAY.

MALTA........Feb. 13
PALMYRA........Feb. 20

RATES OF PASSAGE.
Cabin........$80 Gold.
Steerage........$30 Currency.

Steerage tickets from Liverpool or Queenstown $35 currency.

For Steerage Passage, apply at No. 69 Broadway.
For Freight and Cabin Passage, at No. 4 Bowling-green.
E. CUNARD.

LONDON AND NEW-YORK STEAMSHIP LINE.

Passage to London or Brest, $110, $75 and $30 currency.
Excursion tickets at reduced rates available for six months.

CELLA, Capt. GLEADELL, from New-York, Mar. 2.
WM. PENN, Capt. BILLINGE, from New-York, Mar. 16.
ATALANTA, Capt. PINKHAM, from New-York, Mar. 30.
BELLONA, Capt. DIXON, from New-York, Apr. 13.

The British iron steamship CELLA, will leave Pier No. 3 North River, for London, calling at Brest, on SATURDAY, March 2.

Until further notice all the steamers of this line will call at Brest to land passengers. Baggage checked and tickets sold through to Paris at 25 per cent. less than regular rates.

Freight will be taken and through bills of lading given to Havre, Antwerp, Rotterdam, Amsterdam, and Dunkirk.

For passage apply to CHAS. A. WHITNEY, No. 26 Broadway.

For freight apply at No. 54 South-st.
HOWLAND & ASPINWALL, Agents.

ONLY DIRECT LINE TO FRANCE.
THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAMSHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

The splendid new vessels on this favorite route for the Continent will sail from Pier No. 50 North River, as follows:

ST. LAURENT.....BOCANDE.....SATURDAY, Feb. 23
PEREIRE..........DUCHESNE.....SATURDAY, Mar. 9
VILLE DE PARIS.SURMONT.....SATURDAY, Mar. 23
EUROPE..........LEMARIE.....SATURDAY, April 6

PRICE OF PASSAGE IN GOLD.
First cabin, $160; second cabin, $100; including wine.
These steamers do not carry steerage passengers.
Medical attendance free of charge.

Passengers intending to land at Brest can be furnished on board with railroad tickets, and have their baggage checked to Paris, at an additional charge of $5 for first and $3 for second class.

GEO. MACKENZIE, Agent, No. 58 Broadway.

THE STEAMSHIP ARAGO WILL SAIL from Pier No. 37 North River, on SATURDAY, Feb. 16, 1867, at 12 o'clock, M. precisely.

THE ONLY AMERICAN LINE TO ENGLAND AND FRANCE.

The New-York and Havre Steamship Company will run their first-class steamships ARAGO and FULTON in connection with the New-York Mail Steamship Company's steamers MISSISSIPPI and MERRIMAC, to Havre, carrying the United States mails, from Pier No. 46 North River, at noon, the following days, calling at Falmouth:

ARAGO.........H. A. Gadsden..Saturday, Feb. 16, 1867
MISSISSIPPI..G. Sumner.........Saturday, March 2, 1867
FULTON.........S. Samuels.......Saturday, March 16, 1867
MERRIMAC....E. Van Sice.......Saturday, March 30, 1867
ARAGO.........H. A. Gadsden..Saturday, April 13, 1867
MISSISSIPPI..G. Sumner.........Saturday, April 27, 1867

And every fourteen days thereafter.

PRICES OF PASSAGE, PAYABLE IN GOLD,
FIRST-CLASS........$120
SECOND-CLASS........70

Through tickets to London $5 extra.

An experienced surgeon on board.

The companies will not be responsible for specie or valuables unless bills of lading, having the value expressed, are signed therefor.

O. K. GARRISON, for N. Y. M. S. S. Co.
JOS. J. COMSTOCK, for N. Y. and H. S. S. Co.

For further information apply to
JOS. J. COMSTOCK, Agent,
No. 7 Broadway.
JAMES A. WOTTON, Havre,
General Agent in Europe.

FOR HAVANA, VIA NASSAU, N. P.

The British and North American Royal Mail Steam Packet Company's new steamer CORSICA, Capt. LE MESSURIER, will sail for the above ports, from the Company's wharf, at Jersey City, on
MONDAY........Feb. 25 | MONDAY........March 23
At noon.

Passage money to Nassau........$45
Passage money to Havana........50

Payable in gold or its equivalent.
No freight received on day before sailing.
For freight or passage, apply to
E. CUNARD, No. 4 Bowling-green.

UNITED STATES MAIL TO HAVANA.
WEST INDIA MAIL STEAMSHIP COMPANY.
CHANGE OF SAILING DAY.
EVERY SATURDAY, at 3 P. M.

The favorite steamships
MORRO CASTLE....ADAMS........SATURDAY, Feb. 16
EAGLE..............GREENE.......SATURDAY, Feb. 23
COLUMBIA.........BARTON.......SATURDAY, Mar. 2

For freight or passage apply to
GARRISON & ALLEN, Ag'ts, 5 Bowling-green, N. Y.

FOR ST. THOMAS AND BRAZIL.
UNITED STATES AND BRAZIL MAIL STEAMSHIP COMPANY.

REGULAR MAIL STEAMERS sailing on the 22d of every month:
SOUTH AMERICA, Capt. E. L. TINKLEPAUGH, Feb. 22.
GUIDING STAR, Capt. GEO. B. SLOCUM, March 22.
NORTH AMERICA, Capt. L. F. TIMMERMAN, April 22.

These elegant steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia and Rio de Janeiro, going and returning. For engagement of freight or passage, apply to GARRISON & ALLEN, Agents, No. 5 Bowling-green, New-York.

ST. JOHN'S, P. R., ST. THOMAS, LAGUAYRA AND PORTO CABELLO.

The first-class steamship
GULF STREAM,
carrying the United States mails,
is now receiving freight at Pier 20 East River, and will sail WEDNESDAY, Feb. 6, at 3 P. M. The boats of this line make connection with steamers from St. Thomas for Jamaica, Windward Islands, &c. For freight or passage apply to SMITH & DUNNING, No. 65 South-st.

FOR GALVESTON DIRECT.

The splendid steamship
PERIT, E. A. DELANOY, Commander,
will leave Pier No. 4 North River, on SATURDAY, Feb. 16, at 12 o'clock noon, precisely, for Galveston direct.

For freight or passage, having superior accommodations, apply to
SPOFFORD, TILESTON & CO.,
No. 29 Broadway.
Receiving freight now.

FOR NEW-ORLEANS—BLACK STAR LINE.

The steamship
MONTGOMERY, Capt. FAIRCLOTH,
will leave on SATURDAY, Feb. 16, 1867, from Pier No. 13 N. R., at 3 o'clock precisely.

For freight or passage, having superior accommodations, apply to R. LOWDEN, Agent, Corner Cedar and West sts.
DAVID McCOARD, Agent in New-Orleans.

FOR NEW-ORLEANS DIRECT.

The new side-wheel steamship RALEIGH, Capt. C. P. MARSHMAN, will leave Pier No. 36 North River, on THURSDAY, Feb. 14, at 3 P. M.

For freight or passage, having splendid accommodations, apply to
LIVINGSTON, FOX & CO., No. 88 Liberty-st.
Agents at New-Orleans, JAMES CONNOLLY & CO.; goods for all points in the interior promptly forwarded.

STAR LINE FOR NEW-ORLEANS.—THE NEW-YORK MAIL STEAMSHIP COMPANY'S fine ocean steamers will leave Pier No. 46 North River, at 3 P. M., as follows:
MARIPOSA, on SATURDAY, Feb. 16.
MISSOURI, on SATURDAY, Feb. 23.
MATANZAS, on SATURDAY, March 2.

All bills of lading signed at the office upon the pier.
For freight or passage apply to
O. K. GARRISON, President, No. 5 Bowling-green.

SHIPPING.

DIRECT STEAMSHIP LINE BETWEEN ANTWERP AND NEW-YORK.

New-York, Feb. 12, 1867.

The undersigned will dispatch during the coming season, every other SATURDAY, a first-class English screw-steamer for Antwerp. First ship from Antwerp, SATURDAY, March 23; first ship from New-York, SATURDAY, April 13, taking passengers and freight at the lowest rates. Full particulars, giving names of steamers, prices of passage, &c., will be published in a few days. For freight or passage apply to
BILLER & CO., No. 3 Chambers-st.

NEW-YORK & BREMEN STEAMSHIP CO.

THE FIRST-CLASS U. S. MAIL STEAMSHIP
BALTIC, A. G. JONES, Commander,
will leave Pier 44 N. R., on Thursday, Feb. 21, at 8 A. M.,
FOR SOUTHAMPTON AND BREMEN,
taking passengers to Southampton, London, Havre and Bremen, at the following rates, payable in gold or its equivalent in currency:

First cabin, $120; second cabin, $70; steerage, $37 50.
From Bremen, Southampton and Havre to New-York, first cabin, $125; second cabin, $75; steerage, 45.

EXCURSION TICKETS OUT AND HOME.
First cabin, $225; second cabin, $135; steerage, $75.

To be followed by the
WESTERN METROPOLIS........March 7
ATLANTIC, Capt. C. HOYER........April 6

FURTHER DEPARTURES FROM NEW-YORK:
April 20, May 4, June 1, June 15, June 29, July 20.

For freight or passage apply to
ISAAC TAYLOR, President, No. 40 Broadway.

THE STEAMSHIP GREAT EASTERN,
SIR JAMES ANDERSON, Commander.

DIRECT TO FRANCE.

The French Company of charterers of the steamship GREAT EASTERN, having provided the ship with new boilers, and thoroughly refitted and refurnished her in every department, will run her regularly between New-York and Brest during the coming Summer.

Leaving	Leaving
Liverpool March 20.	New-York Tuesday, April 9.
Brest Saturday, April 27.	New-York Thursday, May 16.
Brest Tuesday, June 4.	New-York Saturday, June 22.
Brest Thursday, July 11.	New-York Tuesday, July 30.
Brest Saturday, Aug. 24.	New-York Thursday, Sept. 12.
Brest Tuesday, Oct. 1.	New-York Saturday, Oct. 19.
Brest Thursday, Nov. 7.	New-York Tuesday, Nov. 26.

Taking first-class passengers only at the following rates: $100, $125 and $140, payable in gold or its equivalent in currency. All passengers enjoy the same privileges and same accommodations, the difference of price being for location and size of staterooms. Special trains will run regularly between Brest and Paris, in connection with the Great Eastern. Passengers can be furnished on board with railway tickets, and have their baggage checked to Paris, at an additional charge of $10 50 for first-class and $7 50 for second-class carriage, being 25 per cent. less than regular rates. Tickets for the home voyage will be issued either here or in Paris, at a reduction of $20 from the above rates to passengers returning in April, June or July. For the convenience of the passengers of the Great Eastern, the Company has appointed a special agent, who will without charge engage apartments in Paris for such as may forward instructions through Wells, Fargo & Co.

For freight apply to WM. T. COLEMAN & CO., No. 117 Front-st. For passage apply to
WELLS, FARGO & CO., No. 84 Broadway.

PACIFIC MAIL STEAMSHIP COMPANY'S
THROUGH LINE
TO CALIFORNIA,
CARRYING UNITED STATES MAIL,
VIA PANAMA RAILROAD.

Steamers leave Pier No. 42 North River, foot of Canal-st., at 12 o'clock, noon, as follows:

FEB. 1.—RISING STAR, Capt. W. G. FURBER, connecting with MONTANA, Capt. SUTTON.
FEB. 11.—HENRY CHAUNCEY, Capt. A. G. GRAY, connecting with CONSTITUTION, Capt. CAVERLY.
FEB. 20.—OCEAN QUEEN, Capt. T. A. HARRIS, connecting with GOLDEN AGE, Capt. LAPIDGE.

All departures touch at Acapulco; those of 1st and 21st connect at Panama with steamers for South Pacific ports, 1st and 11th for Central American Ports, and those of 1st touch at Manzanillo.

Departure of 11th each month connects with the new steam line from Panama to Australia and New-Zealand.

Steamer of March 11, 1867, will connect with the Company's steamer COLORADO, to leave San Francisco for Yokohama and Hong Kong, on April 3, 1867.

100 pounds baggage allowed each adult. Medicines and attendance free.

For passage tickets and all further information apply at the office on the wharf, foot of Canal-st., North River, New-York.
F. R. BABY, Agent.

NORTH AMERICAN STEAMSHIP CO.
OPPOSITION LINE TO CALIFORNIA,
VIA NICARAGUA EVERY TWENTY DAYS.

Will dispatch the first-class steamships
SANTIAGO DE CUBA, Capt. SMITH, Feb. 20,
SAN FRANCISCO, Capt. BEHM, March 9,
From Pier No. 29 North River, foot of Warren-st., at noon, with passengers and freight at very low rates. Connecting on the Pacific Ocean with the fine steamships
MOSES TAYLOR, Capt. BLETHEN, and
AMERICA, Capt. WAKEMAN.

For further information, apply to the North American Steamship Company.
WM. H. WEBB, President,
No. 54 Exchange-place, N. Y.
D. N. CARRINGTON, Agent,
No. 177 West-st., corner Warren-st., N. Y.

FOR CALIFORNIA VIA PANAMA.

The Pacific Mail Steamship Company's steamer OCEAN QUEEN will sail on WEDNESDAY, Feb. 20, at 12 o'clock noon.

Freight received as usual.

For rates, &c., inquire at the freight office on Company's Pier, No. 42 North River, foot of Canal-st.
WELLS, FARGO & CO.,
Sole Freight Agents P. M. S. S. Co.

STEAM COMMUNICATION BETWEEN NEW-YORK AND AUSTRALASIA,
VIA PANAMA.

The Panama, New-Zealand and Australian Royal Mail Company dispatch a steamer on the 24th of each month from Panama to Wellington, N. Z., and the Australian Colonies, connecting with the steamer of the Pacific Mail Steamship Company leaving New-York for Aspinwall (Colon) on the 11th of each month. First and second class passengers will be conveyed under through ticket at the following rates: From New-York to ports in New-Zealand, or to Sydney or Melbourne, $340 to $354 for first class, and $218 to $243 for second class, payable in United States gold coin.

Special steamers run to the newly-discovered gold region of Hokitika, New-Zealand.

Arrangements are now completed for issuing through bills of lading. Freight payable here.

For further information, application to be made to the Pacific Mail Steamship Company, No. 59 Wall-st., or to
CHARLES W. WEST, Agent,
No. 23 William-st., New-York.

EMPIRE LINE FOR SAVANNAH.

Every SATURDAY from Pier No. 13 North River,
Punctually at 3 o'clock P. M.,
The favorite sidewheel steamships
SAN SALVADOR, Nickerson, Commander, sails Feb. 16.
SAN JACINTO, Atkins, Commander, sails Feb. 23.

Through tickets and bills of lading to all points in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers.

Elegant passenger accommodations.
GARRISON & ALLEN, Agents, No. 5 Bowling-green, N. Y.

FOR SAVANNAH, GA.—EVERY THURSDAY—THE ATLANTIC COAST MAIL STEAMSHIP CO.'S side-wheel steamship
HERMAN LIVINGSTON, Capt. BAKER, sails on THURSDAY, Feb. 14.
GENERAL BARNES, Capt. MORTON, sails THURSDAY, Feb. 21.
From Pier No. 36 North River at 3 P. M.

Through passage tickets and bills of lading to all points in connection with the Central Railroad of Georgia. For freight or passage apply to
LIVINGSTON, FOX & CO., Agents, 88 Liberty-st.

FOR SAVANNAH, GA.—EVERY TUESDAY.—Murray's Steamship Line.—The new and elegant steamship VIRGO, E. M. BULKLEY, Commander, will sail from Pier No. 16 East River, foot of Wall-st., on TUESDAY, Feb. 12, at 3 o'clock P. M.

Through bills of lading and passage tickets given to all points in connection with the Georgia Central Railroad. Freight received daily. For freight or passage apply to
MURRAY, FERRIS & CO.,
Nos. 61 and 62 South-st.

FOR RICHMOND, NORFOLK AND CITY POINT.

FROM PIER 37 NORTH RIVER, FOOT BEACH-ST.

Steamship ALBEMARLE, Capt. BOWEN, leaves every WEDNESDAY at 12 o'clock noon.

Steamship HATTERAS, Capt. ALEXANDER, leaves every SATURDAY at 12 o'clock noon, giving through bills of lading to all points on the Seaboard and Roanoke Railroad and its connection.

Bills of lading signed on the pier.

For freight or passage apply to the office on the pier, or to N. L. McCREADY, President, No. 36 South-st.

THE OLD LINE FOR RICHMOND, NORFOLK AND CITY POINT.

From Pier No. 21 North River.
Steamship SARATOGA, Capt. KING, leaves every WEDNESDAY, at 3 P. M.
Steamship NIAGARA, Capt. S. BLAKEMAN, every SATURDAY, at 3 P. M.
G. HEINEKEN & PALMORE,
No. 115 Broadway, Agents.

FOR NORFOLK, CITY POINT AND RICHMOND.
CHANGE OF PIER.

The steamships HATTERAS and ALBEMARLE will, in future, receive and deliver cargo at Pier No. 37 North River, foot of Beach-st., instead of Pier No. 36, as heretofore.
N. L. McCREADY, No. 36 South-st.

FOR CHARLESTON, S. C.
THE PEOPLE'S MAIL STEAMSHIP COMPANY.

The regular and popular steamship MONEKA, Capt. LEBBY, will leave on WEDNESDAY, Feb. 20, at 3 P. M., from Pier No. 36 North River, landing freight on SATURDAY morning at Charleston.

Through tickets and bills of lading issued to all points South, in connection with the South Carolina Railroad.
LIVINGSTON, FOX & CO., Agents, 88 Liberty-st.

FOR CHARLESTON, S. C., THE FLORIDA PORTS AND THE SOUTH AND SOUTHWEST.—The elegant steamship ANDALUSIA is now receiving cargo, and will sail on SATURDAY, Feb. 16, from Pier No. 14 East River, connecting at Charleston with the steamer DICTATOR, for the Florida ports. Through bills of lading and passage tickets issued to all of the principal points on the South Carolina Railroad, and connecting railroads at reduced rates. For passage, &c., apply to ARTHUR LEARY, No. 73 William-st.

FOR NEW-ORLEANS DIRECT.

The new and first-class steamship GEN. MEADE, Capt. A. W. SAMPSON, will leave Pier No. 9 North River, on SATURDAY, Feb. 16, at 3 o'clock P. M.

For freight or passage, having unsurpassed accommodations, apply to
H. B. CROMWELL & CO., No. 86 West-st.
The GEORGE WASHINGTON will follow Feb. 23.

UNITED STATES PASSPORT BUREAU.—U. S. Steamers passports, indispensable to travelers, issued by J. B. NONES, Passport Agent, 262 Broadway.

STEAMBOATS.

STEAMER FOR SALE.

Sealed bids for the purchase of the coppered and copper-fastened steamer VIXEN, of about 250 tons burden, as she now lies off the Navy-yard, Washington, D. C., will be received at the Coast Survey office until 1 P. M., Feb. 21. The ship keeper will show the vessel to any one wishing to inspect her.

The right is reserved of refusing any or all bids not considered to the interest of the Government. Bids should be addressed to J. E. HILGARD, Assistant in charge, Coast Survey Office, Washington, D. C., and indorsed "For Vixen."

THE OLD LINE.
SAG HARBOR, GREENPORT, ORIENT.

Steamer ARTISAN, Capt. S. C. GIBBS, from Pier No. 22 East River, (foot of Fulton-st.) every SATURDAY, at 4 P. M.
WILLIAMS BROTHERS, No. 5 Beekman-st.

FOR NORWALK AND DANBURY.—Steamer NEVERSINK having resumed her trips, leaves Pier No. 37 East River, TUESDAYS, THURSDAYS and SATURDAYS at 2 o'clock P. M.

FOR NEW-HAVEN, HARTFORD, &c.—Fare 75 cents. Steamers leave Peck-slip for New-Haven at 3:15. Trains North and East at 11 P. M.

FOR SALE.

FIRST-CLASS FARM AND SUBURBAN RESIDENCE FOR SALE LOW—Just upon the borders of Flushing, Hempstead and Jamaica, a portion running over the highlands of Long Island, affording beautiful interior and water views. The property embraces above 160 acres luxurious garden land in the highest fertility, with sightly and convenient buildings, 13 miles from the City, close to a railroad station, just as accessible as the Central Park. It is completely adapted to milk and gardening uses. The situation is remarkably and unexceptionably healthful, and extremely pleasant; neighborhood excellent. As a farm little need be said of it; everybody knows that farming is profitable when it is carried on under the eaves of Fulton Market. A practical man would realize $20,000 or $30,000 from it every ten years with perfect ease. This is one of the cheapest estates of the kind within 20 miles of New-York. Price $31,000. C. G. PRATT, No. 29 Pine-st., Room No. 28.

FOR SALE—THE FIRST-CLASS FOUR-STORY brown-stone house, extra width, No. 39 Washington-square, with furniture.

ALSO,
The double house, No. 145 Macdougal-st., corner 4th, 34 feet wide.

ALSO,
The warehouse Nos 40 and 42 New-st., about 50 feet square.

For terms and price apply to
HOMER MORGAN,
No. 2 Pine-st.

FOR SALE—ON THE SOUND SHORE, AT Orienta, Westchester County, N. Y., a finely improved country residence, with ten or twenty acres of land. The house is large and of modern construction, handsomely situated, commanding an extensive and beautiful prospect. The grounds are shaded by forest trees of large growth and great beauty, and there is also an abundance of fine fruit in the garden and grounds. The stable accommodations are ample and the bathing facilities unsurpassed. Apply to P. C. BULKLEY, No. 43 Wall-st., Jauncey-court.

FOR SALE—AT A GREAT BARGAIN, OR TO lease for a term of years, a fine large mansion in a beautiful and healthy town in Massachusetts, seven hours from this City and two from Boston, and one-quarter of a mile from railroad depot; house is in centre of village, on main street; has 23 rooms, with every convenience, and is in good order. There is one acre of land covered with the best of fruit. It is well calculated for first-class Summer boarders, or for a select school, or an infirmary. For particulars apply to HOMER MORGAN, No. 2 Pine-st., or to S. MOULTON, No. 51 Cedar-st., New-York.

FOR SALE—A VERY ATTRACTIVE COUNTRY seat at Throgg's Neck, Westchester County, 15 miles from New-York, containing about 47 acres under high cultivation; the main house is large, well planned and thoroughly furnished; outbuildings unusually complete and extensive; graperies, hot-houses, &c., all in perfect order. The place is well stocked with choice varieties of fruit trees, and shaded by forest trees of large growth. For permit and particulars apply to GEO. A. ROBBINS or FRANCIS BACON, Executors, No. 54 William-st., New-York.

FOR SALE—A COUNTRY RESIDENCE, DElightfully located in Newark, overlooking the city and New-York, within a few steps of horse-cars, and fifteen minutes' walk of the depot, comprising 1¼ acres of land, well improved with a great variety of fruit trees: house contains twelve rooms, including billiard-room, hot and cold water, water-closet, heater, two ranges, gas, and all the modern conveniences; also, barn, with carriage-house and coachman's room, hennery, &c., all built in the best manner. Particulars given upon personal interview, between 10 A. M. and 3 P. M., at S. P. SMITH'S, No. 201 Pearl-st.

A DESIRABLE COUNTRY SEAT—WESTfield, on the line of the New-Jersey Central Railroad, 14 times a day; one-half acre of land, well laid out; shade trees, fruit, berries, &c.; new buildings, all in first-rate order; six minutes' walk from depot; one hour's ride from city; an excellent opportunity; large new barn and stables. [Cut out for reference.] Price $5,600. J. M. C. MARCH, 34 Pine-st., for particulars.

WATER-FRONT COUNTRY PLACE FOR SALE—Only $8,000; house fronts a fine beach; 20 acres or more if wanted; 30 miles distant by rail or steamboat; churches near and an excellent academy. Inquire of J. AYRES, No. 1,225 Broadway, in New-York Museum, or Capt. E. BUNCE, Cold Spring, L. I.

A VERY DESIRABLE FAMILY RESIdence, for sale; beautifully located in New-Brighton, Staten Island; the house has in it all the modern improvements and the grounds are extensive; lodge, stable, conservatories, &c. Apply for permission to view, and general particulars at No. 45 Broadway, New-York.

FARM FOR SALE AT HEMPSTEAD, L. I.—One mile south of depot; contains 40 acres in good cultivation, well fenced; has a good house, suitable outbuildings; churches and good schools convenient; price reasonable; terms easy. Inquire of S. DAVIS, on the premises, or of G. W. DAVIS, No. 25 Park-row.

A VERY DESIRABLE FARM ON LONG Island, convenient to the City; 10¼ acres of exceedingly rich and highly cultivated land; 2,400 choice dwarf fruit trees, mostly pears; brick house and frame barn, nearly new, in perfect order. Price, $16,000. Address FARM, Box No. 3,179 Post-office.

FARM FOR SALE—35 ACRES, WELL WAtered and stocked with choice fruit trees and grapevines; plain old-fashioned buildings, and healthful location, commanding an extensive prospect, ¾ mile from Summit depot, New-Jersey. Must be sold. Terms easy. C. H. OLIVER, No. 7 Beekman-st.

A FIRST-CLASS FARM 90 ACRES, FINE buildings, well fruited, watered, &c.; desirably located; one-half mile from village and depot; one hour by Central New-Jersey Railroad; cheap; others, 5 to 200 acres, $3,500 to $30,000; convenient to City. W. P. SEYMOUR, No. 171 Broadway.

A FINE COTTAGE, BARN AND THREE acres of land, well fruited, for sale or exchange, six miles from Norwalk, Conn; healthy and beautiful prospect.
E. J. GRANGER,
No. 192 Broadway, Room No. 17.

TO LET—THE FIRST-CLASS DWELLING-houses Nos. 122 and 128 West 12th-st., and No. 140 West 14th-st.; all in complete order, and all conveniences. Apply to BLEECKER & DENISON, No. 5½ Pine-st.

FOR SALE OR LEASE—FACTORY, WITH dock, on Newtown Creek, near East River.
52 acres South Side Staten Island.
527 lots on Newtown Creek, with large water front.
Apply to S. B. SCHIEFFELIN, No. 170 William-st.

FOR SALE—A VERY CHOICE PLOT OF ground in the centre of the City, on a wide street, having a front of 150 feet by 98.9 in depth; terms easy. For further information apply to E. H. LUDLOW & CO., No. 3 Pine-st.

FOR SALE—THREE HOUSES 25 FEET WIDE on 42d-st., between Broadway and 5th-av.; all the improvements, $40,000 each; also, three on 45th-st., between 5th and 6th-avs., $25,000; each all brown-stone fronts. J. B. TALLMAN.

FOR SALE—ON THE HIGH GROUND AT BOILing Spring, N. J., a new country house, 10 rooms, 15 lots of land—$10,000; more land can be had; Erie Railway, 38 minutes from New-York. GEORGE E. WOODWARD, No. 37 Park-row, second floor, New-York.

LOTS ON FIFTY-FIFTH-ST. FOR SALE.—Four full lots on the north side of 55th-st., 100 feet west of the 2d-av.; street sewered and paved; three-fourths can remain on mortgage for a term of years.
MULLER & WILKINS, No. 7 Pine-st.

FOR SALE—A NEAT LITTLE COTTAGE, FURnished throughout, in complete order, containing seven rooms and bath-room, located on Staten Island, near Snug Harbor. For further particulars, apply to JORDENS & MARTENS, No. 736 Broadway.

FOR SALE—THE COUNTRY SEAT OF THE late J. B. Herrick, about 24 acres, situate on the Hunt's Point Road, in Westchester County, 3 miles from Harlem Bridge. Apply to E. H. LUDLOW & CO., No. 3 Pine-st., J. H. HERRICK, No. 10 South-st.

AN EXCELLENT OPPORTUNITY.—Real estate of all kinds, city and country, for sale or exchange. Houses and stores to let or lease; also, business chances, by PETER A. BEST, No. 3.2 Grand-st., Williamsburgh.

FOR SALE OR EXCHANGE—A VALUABLE farm of 335 acres; one-half well improved, balance oak, hickory and chestnut wood; town of Huntington, 35 miles from City and 3 miles from depot.
E. J. GRANGER, No. 192 Broadway, Room No. 17.

FOR SALE—NEAR 5TH-AV., A FIRST-CLASS four-story brown-stone house, 25x60 feet, newly painted and frescoed. Furniture will be sold if desired. Early possession given.
E. H. LUDLOW & CO., No. 3 Pine-st.

FOR SALE—MILBURN, N. J.—A LARGE OLD-fashioned country house, stable and four acres, near Morris and Essex depot, now occupied by Mr. Plunkett; price $8,500; possession 1st April. Apply to F. C. FARLEY, No. 45 South-st.

FOR SALE—THE TWO-STORY BRICK HOUSES, with attic and basement, situated Nos. 19 and 23 Ridge-st., this City. Apply to WM. K. LEWIS, No. 11 Wall-st., or to HENRY U. SLIPPER, No. 231 Pearl-st., Executors.

IN NEW-JERSEY, A FEW MILES above Paterson, a quarter of a mile from depot, fourteen acres well fruited, house and outbuildings, price $4,500. Address FARM, Station C.

FOR SALE—FINE FARMS AND COUNTRY residences in Queens, Orange, Saratoga and Westchester Counties, also in Bergen County, N. J.; price $5,000 to $25,000. J. W. BOGERT, No. 95 Liberty-st.

FIFTH-AVENUE.—A CORNER HOUSE, with 10,000 feet of land; another corner, with 10,500 feet of land; all above 23d-st.; for sale by ALVAH BEEBE, No. 76 Cedar-st.

FOR SALE—AT A BARGAIN, A LARGE AND valuable brick factory, and machinery complete, now running, at Newark City, N. J. For full particulars apply to HENRY MOORE, 28 Pine-st., basement.

FOR SALE—DESIRABLE MILL PROPERTY at Astoria; engines, saws and buildings, in complete order; also desirable building lots. ROBERT T. MEEKS, No. 81 Cedar-st.

FOR SALE—TWO THREE-STORY BASEMENT cellar Philadelphia brick houses, Nos. 61 and 63 Barrow-st.; water and gas; $5,000 each; corner adjoining, $7,000; on easy terms. Owner, No. 68 West 48th-st.

$4,500.—FOR SALE IN HARLEM, convenient to boat and cars, a two-story and basement house; gas and water; excellent location. Apply to G. W. DICHETT, No. 2 New Chambers-st.

FOR SALE—THE FIRST CLASS FOUR-STORY house, No. 273 Lexington-av., full size and finely situated on Murray Hill, between 37th and 38th sts. Apply to HOMER MORGAN, No. 2 Pine-st.

VALUABLE ESTATE FOR SALE 100 feet west of Broadway, 47 feet front; one of the best locations in the City. Apply to A. J. BLEECKER, SON & CO., No. 77 Cedar-st.

PLEASANT HOMES IN NEW-JERSEY from $1,500 upward. Productive farms on Raritan River, also in the Mohawk Valley. Great bargains. Call on JAQUES, No. 208 Broadway.

FOR SALE—FIRST-CLASS NEW FOUR-STORY high-stoop houses and lots Nos. 51 and 53 West 39th-st., between 5th and 6th avs., splendidly finished with rosewood doors, &c. W. FANNING, No. 37 West 39th-st.

FOR SALE—FURNISHED, PRICE $20,000, four-story brown-stone English basement house, No. 330 West 32d-st., between 8th and 9th avs. Apply on the premises from 11 to 1 o'clock.

FOR SALE—FOUR-STORY BROWN-STONE house in West 21st-st., opposite Seminary-square, between 9th and 10th avs. Price $22,600. Apply to COOLIDGE & YOUNG, No. 136 Front-st., New-York.

FOR SALE—FIRST-CLASS RESIDENCES IN South Brooklyn, on choice streets, for from $7,000 to $25,000. Terms easy. Permits of J. W. BOGERT, No. 95 Liberty-st.

FOR SALE—A VERY DESIRABLE DWELLING a short distance from Wall-st. Terms easy.
J. J. SEARING, No. 166 Broadway.

FOR SALE—AN ELEGANT, EXTRA WIDE and deep and superior built house on 32d-st., a few doors west of 5th-av. Apply to HOMER MORGAN, No. 2 Pine-st.

FOR SALE—LOT NO. 81 WHITE-ST.; 25x100 feet. Inquire of Mr. MUNN, No. 34 West 26th-st., before 12 M.

FOR SALE—ON BROADWAY, NEAR SPRING-st., 25x200 feet. Apply to HOMER MORGAN, No. 2 Pine-st.

FOR SALE—FIVE BROWN-STONE HOUSES on Lexington-av. and 40th-st. J. M. COBURN.

FOR SALE—HOUSE AND LOT NO. 222 MADIson-st., 7th Ward.

FOR SALE.

MURRAY HILL MANSION.—ELEGANT extra-sized house and lot for sale, (nearly new,) on 40th-st., between 5th and Madison avs.; built by the present owner for his own occupancy, and now only sold on account of change of residence. For full particulars apply to HOMER MORGAN, No. 2 Pine-st.

FARM FOR SALE IN CLOSTER, BERGEN CO., N. J., on Northern Railroad, one mile from depot, one hour from from foot of Cortlandt-st.—30 acres; 18 acres in wood 12 acres seeded in rye, the rest under high cultivation; good house, and all outbuildings, with or without stock. One of the best homes in Bergen County. Possession April 1. Price $200 per acre. Inquire on premises, JOHN S. RANDALL, or of his son "RANDALL," shirt manufacturer, No. 522 8th-av., New-York.

FOR SALE—CHEAP, IN BROOKLYN, NEAR the corner of Marcy-av., and Monroe-st., two three-story and basement brick-houses, and a two-story cottage. The lot is 100 feet square. The whole will be sold for $9,000. The brick-houses will sell separately for $3,000 each, and the cottage and vacant lots for $3,000. Inquire of BALDWIN & SON, No. 268 Washington-st., Brooklyn, or of ALLEN & BROWN, No. 96 Broadway, New-York.

FOR SALE OR TO LET, FURNISHED— A comfortable three-story and basement house, with extension, between Clinton and Henry sts., Brooklyn, convenient to Atlantic-st. Ferry; hot and cold water and gas on all floors; two bath-rooms and laundry; house heated by furnace. Apply, between 10 and 4, to R. T. DUNSCOMB, No. 190 Front-st.

FOR SALE—THE BROWN-STONE FRONT house No. 17 Sussex-place, Jersey City; three stories, basement and sub-cellar, with modern improvements, in complete order; size of house, 25x44, with an extension; lot, 25x100. Apply to WM. HARNEY, real-estate agent, corner Grove and York sts., Jersey City.

FOR SALE OR TO LET—A PLEASANT AND commodious country residence in the central part of the village of Westport, Conn., 47 miles from New-York by the New-Haven Railroad; will be sold cheap if called for soon. For terms, &c., apply to Mrs. J. H. PHELPS, or M. S. MASON, Esq., of Westport.

FOR SALE—THE ELEGANT BROWN-STONE house, four stories and extension, 25x100, No. 6 Van Vorst-square, Jersey City; this house is on the Park, the handsomest location in Jersey City, and will be sold for $16,000; property so situated, built now, would cost about $20,000; terms easy. Apply as above.

FOR SALE AT NEWARK, N. J.—A DEsirable residence of easy access to either the New-Jersey or Morris and Essex Railroad depots; house large and convenient, heated by steam; has gas, water, &c.; grounds well stocked with choice fruit. Apply to BABCOCK & COX, No. 67 Beaver-st.

ORANGE, N. J.—VILLAS, VILLA SITES AND farms, a great variety, beautifully situated, one hour from New-York, for sale low. Also, country seats and houses to let for the season or year, by BLACKWELL & SMITH, No. 69 William-st., New-York, 9 to 11 A. M.; Orange, corner Main and Cone sts., 1 to 5 P. M.

FOR SALE—A SUPERIOR FARM, 21 MILES from New-York, in New-Jersey; healthy locality; good buildings; well fruited and very productive. Apply to R. WILLIAMS, No. 132 Water-st., corner Pine, New-York.

A STRICTLY FIRST-CLASS HIGH-STOOP brown-stone house, 26x60, in superior order, and fine stable, near Fifth-avenue Hotel, $55,000. W. P. SEYMOUR, No. 171 Broadway.

FOR SALE—A BRICK BASEMENT FRAME house, containing 13 rooms, sub-cellar, and the improvements; location fine. First house west of 5th-av., on 127th-st., Harlem.

FOR SALE—OR EXCHANGE THE FINEST country residence in Queens County, at Jamaica. Apply at No. 242 South-st.

FOR SALE OR TO LET—THE NEW, FIRST-class brown-stone house No. 3 East 54th-st. Apply to C. R. CROOK, No. 55 Bowery.

REAL ESTATE WANTED.

WANTED TO PURCHASE—A HOUSE OF medium size located between 23d and 40th sts., between 4th and 6th avs. Address Box No. 6,773, giving particulars in regard to size, location and price.

WANTED TO PURCHASE—A SMALL house with modern improvements, in a good neighborhood west of 4th-av., to cost about $8,000. Address J. R. S., Box No. 130 *Times* Office, with full particulars.

HOTELS.

MILLS HOUSE, CHARLESTON, S. C.

The proprietor has the pleasure to inform the traveling public that he has completed extensive alterations and improvements in the above establishment, and is now ready for the reception of guests. Regular communication is now open with Florida and all points South.
JOSEPH PURCELL.

ASHLAND HOUSE, 4TH-AV. AND 24TH-st.—Parties desiring rooms will find very desirable accommodations at reduced rates for permanent Board. Transient board $3 per day.

BOARDING AND LODGING.

BOARD WANTED.—A GENTLEMAN AND wife desire a well furnished room, with board, for which, including fire and gas, $100 a month will be paid; must be below 20th-st.; private family preferred; references given and required; parties expecting to move the 1st of May need not answer this. Address S. E. Box No. 112 *Times* Office.

BOARD WANTED—WITH UNFURNISHED rooms in Brooklyn by a gentleman with wife, child and servant, in a private family with only two or three boarders; location between Atlantic-st. and First-place, Henry and Court sts.; possession about May 1; terms moderate. Address Box No. 5,479 Post-office, New-York.

BOARD WANTED—FOR A PARTY OF SIX or eight persons for the Summer, within forty miles of the City, on a daily route, steamboat or rail. Address Box No. 4,922 Post-office.

A GENTLEMAN WISHES TO BOARD with a private family in the neighborhood of 12th or 14th sts., between Broadway and 7th-av. Address C, Box No. 847 Post-office.

HANDSOMELY FURNISHED ROOMS in suites or single, may be had by applying at No. 385 5th-av.

VALENTINES.

VALENTINES. VALENTINES

The largest assortment of Valentines in the Cit wholesale and retail. CHARLES A. MILLER, No Nassau-st.

STRONG'S SPLENDID ASSORTMENT now ready. Call and examine to-day. No. 599 Broadway, up stairs.

RAILROADS.

HUDSON RIVER AND HARLEM RAILROADS.—On and after MONDAY Nov. 19, 1866, trains for Albany and Troy, connecting with Northern and Western trains, will leave New-York as follows:

8 A. M. Express train, via Hudson River Railroad, 30th-st. and 10th-av., through to Buffalo and Suspension Bridge without change of cars, and connecting at Troy with trains for Saratoga, Rutland, Burlington and Montreal.

10 A. M. Express and Mail train via Hudson River Railroad, connecting at Albany with Western trains, and at Troy with trains for North.

11 A. M. Express train via Harlem Railroad, 26th-st. and 4th-av., connecting at Chatham with Western Railroad for Lebanon Springs, Pittsfield, &c., at Albany with Western trains, and at Troy with trains for Saratoga, Rutland, Burlington and Montreal.

3:45 P. M. Express train via Hudson River Railroad, connecting at Albany with Western trains, and at Troy with trains for Montreal, with sleeping-car attached.

4:15 P. M. Express train via Harlem Railroad, connecting at Chatham with Western Railroad for Lebanon Springs, Pittsfield, &c.; at Albany with Western trains, and at Troy with trains for Rutland, Burlington and Montreal. Sleeping-cars attached at Albany.

6:30 P. M. Express train via Hudson River Railroad, with sleeping-cars attached, and through to Buffalo and Suspension Bridge without change of cars. Also sleeping-car every day excepting Saturdays attached from New-York through to Ogdensburgh without change, via Rome, W. and O. Railroad. Connection at Troy will be made at East Albany. This train will run on Sundays.

11 P. M. Train via Hudson River Railroad, with sleeping-car attached, connecting at Albany with early trains for Buffalo and Suspension Bridge, and with trains at Troy for Saratoga and points North.

A Sunday train will be run via Hudson River Railroad from New-York to Poughkeepsie and intermediate stations, leaving New-York at 8:30 A. M. Returning, leave Poughkeepsie at 2:45 P. M., arriving in New-York at 6:15 P. M.

Also, a Sunday train via Harlem Railroad, leaving 42d-st. at 9 A. M., and arriving at Millerton at 3:50 P. M. Returning, leave Millerton at 5 P. M., arriving in New-York at 12:30 A. M.

WM. H. VANDERBILT, Vice-President.

ERIE RAILWAY.—TRAINS LEAVE DEPOT foot of Chambers-st., Pavonia Ferry:

8 A. M.—Day Express for Rochester, Buffalo, Salamanca, Dunkirk, and all points West and South.
8:45 A. M.—Way Train daily to Otisville.
10 A. M.—Express Mail, Buffalo, Salamanca and West.
4 P. M.—Way, for Port Jervis, Newburgh, Warwick.
5 P. M.—Night Express, Buffalo, Salamanca and Dunkirk.
6:30 P. M.—Night Express, daily, for Buffalo, Salamanca, Dunkirk, and all points West and South.
7:30 P. M.—Emigrant Train, daily, for the West.

Express trains run in direct connection with all Southern and Western lines.

WM. R. BARR, Gen'l Pass. Agent.
H. RIDDLE, Gen'l Sup't.

LONG ISLAND RAILROAD—WINTER ARRANGEMENT. FROM JAN. 3, 1867.

Leave James-slip, New-York:
9 A. M., mail train for Greenport and way stations.
11 A. M., for Syosset and way stations.
3 P. M., Yaphank Express train; and on Saturday nights for Riverhead.
4 P. M., for Syosset and way stations.
5 P. M., for Farmingdale and way stations.

NORTHERN RAILROAD OF NEW-JERSEY—Trains leave Jersey City for Piermont at 6:25 and 9:12 A. M. and 1:15 4:22 and 6:02 P. M. Saturdays only at 11:15 P. M. The 9:12 and 4:22 run through to Monsey. THOMAS W. DEMAREST, Sup't.

MACHINERY.

STEAM ENGINES AND TOOLS FOR SALE.—One Horizontal Engine, 125 horse-power, second-hand.

One Horizontal Engine, 25 horse-power, new.
One Horizontal Engine, 10 horse-power, new.
Six Portable Engines, 12 horse-power, new.

Portables are very substantial, with large Locomotive Boiler, solid Bed-plates, Heaters, Governor, and altogether the best ever built in the country.

3 Drilling-machines, 1 "Industrial Works" Slotting-machine, 1 "Lowell Machine Co.'s" Strassing, large size; 1 "Lowell Machine Co.'s" Strapping, small size. All of the above tools are nearly new and in good order, and will be sold low for cash.

Also, 18 sets of Oil Tools, made from faggoted scrap iron, and fitted up in the best manner. Apply at SOUTH BROOKLYN STEAM ENGINE WORKS, near Hamilton-av., South Brooklyn, N. Y.

PORTABLE AND STATIONARY STEAM ENGINES AND BOILERS AND CIRCULAR SAW-MILLS.

The best and most complete in use.
Circulars sent on application.
WOOD & MANN STEAM-ENGINE CO.,
Utica, N. Y.,
and No. 96 Maiden-lane, New-York.

FOR SALE—A 25-HORSE POWER STEAM-engine, Corliss' make, with flue boiler, steam pump, heater, pipes and connections, all in complete order, to be delivered by the 1st of May next. May be seen in daily operation. R. HOE & CO., No. 29 and 31 Gold-st.

FOR SALE—A FIFTY-HORSE LOCOMOTIVE boiler and a ten-horse upright boiler; may be seen at No. 33 North Pier, Atlantic Dock, Brooklyn. Apply on the premises, or to S. F. SHORTLAND & BROTHER, No. 105 Wall-st.

STEAM-ENGINES, FLAX, HEMP, TOW and Rope Machinery, Machinist Tools, &c. TODD & RAFFERTY, Warehouse & Dey-st.; Works, Paterson, N. J.

TO LET.

TO LEASE.
THE VALUABLE PROPERTY SOUTHWEST CORNER GRAND AND ELM STS.,
KNOWN AS
Nos. 47, 49 and 51 GRAND-ST., 61 by 80 feet, more or less, and lot in the rear known as No. 145 ELM-ST., 25 by 100 feet, more or less, for ten to twenty-one years from May 1, 1867.

The lessee to erect a building to be approved by the lessor, and to pay all taxes and assessments, and the first six months' rent in advance, less interest.

At the expiration of the lease, if no renewal is agreed upon, the lessor to pay the then estimated value of the building—not exceeding $100,000.

Written offers are requested to be addressed to H. W. FORD, at the National Bank of the Republic, or No. 7 East 12th-st.

TO LET—FURNISHED, THE FOLLOWING DEsirable houses:

NINTH-ST.—4 story English basement high-stoop, 16.8x60.
WEST 12TH-ST.—4 story h. s., 25x60, and 2 story extension.
EAST 17TH-ST.—4 story h. s., brick, 60x80, with stable.
EAST 20TH-ST.—4 story brown-stone.
EAST 21ST-ST.—4 story brown-stone English basement.
EAST 21ST-ST.—3 story high-stoop, brown-stone, 25x60.
EAST 22D-ST.—3 story high-stoop brick, 22x55.
EAST 23D-ST.—Near Madison-av.—English basement.
WEST 32D-ST.—4 story high-stoop brick, 25x60.
EAST 33D-ST.—3 story high-stoop marble, 24x50.
EAST 34TH-ST.—4 story English basement, b. s., 20x60.
EAST 35TH-ST.—4 story b. s., English basement, 15x60.
WEST 36TH-ST.—3 story high-stoop, brick, 15x60.
WEST 37TH-ST.—4 story high-stoop brown-stone, 22.6x60.
WEST 46TH-ST.—3 story high-stoop brown-stone, 21x55.
WASHINGTON-SQUARE, North side—4 story high-stoop, brick, 28x60, with stable.
IRVING-PLACE—4 story high-stoop, brick, 24x70.
LEXINGTON-AV.—4 story English basement, b. s., 17x50.
SECOND-AV.—First-class and elegant house. Apply to
E. H. LUDLOW & CO., No. 3 Pine-st.

CITY OF NEW-YORK, DEPARTMENT OF FINANCE, Feb. 14, 1867.

DOCKS AND SLIPS, HOUSES, &C., TO RENT.—The Comptroller of the City of New-York will receive proposals until SATURDAY, March 16, 1866, at 2 o'clock P. M., for the letting for one year of such wharves, piers, houses, &c., the leases of which expire May 1, 1867.

Information concerning the location of the property may be had upon application to the Collector of City Revenue, at this office.

By order of the Commissioners of the Sinking Fund.
RICHARD B. CONNOLLY, Comptroller.

TO LET—A DAIRY FARM OF 160 ACRES, near Norwalk, Conn., 40 miles from New-York; buildings complete and in good order. To a good tenant a long lease and immediate possession given. Also,

A COTTAGE, with ten rooms, pleasantly situated, with about one acre in garden and lawn; barn, shed, well, &c., all in good order, at Darien, Conn., near the depot, about 35 miles from New-York via New-Haven Railroad; neighborhood first-class, near church and school.
JAMES G. REED,
at Wilson & Co.'s, No. 92 Pearl-st., second floor.

TO RENT—A DESIRABLE COUNTRY SEAT, beautifully located on the bank of the Hudson River, a mile and a half north of Poughkeepsie, on the Hyde Park Road. The house is large, furnished throughout, and supplied with hot and cold water and other modern conveniences. Ice-house well stocked, and the ground surpassed by few for beauty and convenience. Can be rented for the Summer months or a year. For particulars apply to JOHN P. CROSBY, Esq., No. 25 Pine-st., New-York, or address Post-office Drawer, No. 46 Poughkeepsie, New-York.

TO LET—THE SECOND STORY OF THE MARble front store No. 38 Walker-st., between Church-st. and Broadway, from May 1; will be put in complete order.

TO-LET—Also, in Grand-st., a dry goods store of long standing, with shelves and counters all complete, situated on the south side, between Allen and Eldridge sts. Apply or address to T. LEWIS, before 9 A. M. or after 5 P. M., No. 97 East 27th-st.

TO LET FOR A TERM OF YEARS—THE desirable property now known as Nos. 27 and 29 East 14th-st., situated about 75 feet west of Union-square, and having a front on 14th-st. of 43 feet by 51 feet 7 inches deep, being one of the finest locations for business purposes now offered in this vicinity. Apply to J. BURGOYNE, No. 78 Cedar-st., Room No. 3.

A FINE STORE TO LET—ONE DOOR FROM Broadway; first floor, basement and sub-basement. The store is about 46x100 feet, is new, very light and commodious, and in all respects is one of the best stores between Chambers and Canal sts. Possession given immediately. Apply on the premises to ALLEN BROTHERS, Nos. 88 and 90 Leonard-st.

TO LEASE FOR THREE OR FIVE YEARS—An elegant extra large house on 2d-av., replete with every convenience, fully and handsomely furnished, including the library, to a careful and respectable private family only. For full particulars apply to E. H. LUDLOW & CO., No. 3 Pine-st.

TO RENT FURNISHED—FOR TWO YEARS, a handsome and completely furnished brown-stone house, beautifully located and within a few minutes' walk of the Ramble, Central Park. Responsible parties only, who appreciate comfort and neatness, need apply to OWNER, for one week, Station D, Bible House.

A PRIVATE FAMILY, WITHOUT CHILdren, and who remain in town during the Summer, wish to rent a second floor, handsomely furnished, to gentlemen; there are four rooms which will be let either together or separately, without board; references exchanged. Apply at No. 4 9th-st.

TO RENT, FURNISHED—ON A CROSS street on Murray Hill, an extra wide and deep first-class house, elegantly furnished, with grapery, extra lot and stable running from street to street; rent $1,000 per month, for one or more years. Apply to HOMER MORGAN, No. 2 Pine-st.

TO LET—THE SECOND FLOOR OF STORE NO. 165 Washington-st.; 140 feet deep and well lighted; with or without steam power; the place is well situated for a first-class manufacturing business. Apply on the premises.

TO LET—FURNISHED—A HOUSE NEAR 5th-av. in 12th-st., containing 15 rooms and 2 bath-rooms; in complete repair, and will be let for one year from May 1, to an unexceptionable tenant. Rent $400 a month. Address F. B. G., Box No. 112 *Times* Office.

HOUSE TO LET AND FURNITURE FOR SALE IN BROOKLYN, E. D.—The house is in good order, and furniture nearly new; furniture $2,000; rent $800. Apply to ABRAHAM W. GODFREY, No. 29 Spruce-st.

TO LET—A FIRST-CLASS FOUR-STORY AND basement high-stoop brown stone dwelling-house, 25x65, with pantry extension, on Madison-av., above 32d-st. Apply to WM. D. S. MANICE, 46 Pine-st., or to
E. H. LUDLOW & CO., No. 3 Pine-st.

TO LET—AT GREENWICH, CONN., ON THE New-York and New-Haven Railroad, a handsome three-story frame dwelling and stable; two acres of ground attached; rent $1,500. H. C. DEXTER, No. 9 Broad-st.

A COMFORTABLY FURNISHED ROOM TO LET, without board, in a strictly private family, to a gentleman only. Apply, before 8 P. M., at No. 170 9th-st., corner of 3d-av., opposite Cooper Institute.

TO LET—FURNISHED, ON 29TH-ST., NEAR 4th-av., a first-class four-story house, fully furnished and in fine order; to a careful family the rent will be very low. Apply to E. H. LUDLOW, No. 3 Pine-st.

TO LET—IN 22D-ST., NEAR 4TH-AV., A VERY comfortable three-story house in complete order and fully furnished, low to a private family. Apply to E. H. LUDLOW & CO., No. 3 Pine-st.

TO LEASE ON BROADWAY—ALL THE upper part (4 lofts) of No. 731 Broadway, suitable for furniture or any first-class business. Apply to
E. H. LUDLOW & CO., No. 3 Pine-st.

TO LET—THE FIRST, SECOND AND THIRD floors of a large factory in Newark City, with power. For particulars inquire on premises, corner Sheffield and State, between 9 and 11 A. M.

TO LET—A FOUR-STORY HIGH-STOOP AND basement brown-stone front house, 18x53; lot 100 feet; location 39th-st., between Lexington and 4th avs. Apply to A. T. FINN & CO., No. 5 Howard-st.

TO LET—A ROOM ON BROADWAY, SECOND floor, 20x65, suitable for an insurance office; possession immediately if required. Inquire at the office of the American Bank Note Company, No. 142 Broadway.

TO LET—A NEW HOUSE, ON THE NORTH side of 25th-st., between Lexington and 4th avs.; possession March 1. Apply to Mr. VAN BRUNT, on the premises.

TO LET—A WELL-FURNISHED HOUSE ON 33d-st., near 5th-av., from the middle of March next, for six to twelve months. For particulars inquire of HOMER MORGAN, No. 2 Pine-st.

HOUSE TO RENT—FURNISHED, FOR TWO years; rent, $250 per month; to private family only; no agents. Apply on premises, No. 92 Clinton-place, between 10 and 12 A. M.

TO LET—AT RIVERDALE, ON THE HUDSON, a house, stable and 3½ acres of land; rent $2,500 per annum. Apply to
H. L. ATHERTON,
No. 12 West 19th-st.

TO RENT—A DESIRABLE STORE, BASEment and sub-cellar in Vesey-st.; possession any time. Apply to E. H. LUDLOW & CO., No. 3 Pine-st.

TO LET—A SMALL COTTAGE, 7 ROOMS, AT Morrisania; possession immediately; rent, $250 per year. Inquire of G. W. DITCHETT, No. 2 New-Chambers-st.

NICELY FURNISHED SITTING-ROOM with double bedroom to let to gentlemen only, without board, at 149 9th-st., between Broadway and 4th-av.

TO LEASE OR FOR SALE—CORNER 5TH-av. and 14th-st., 48x100 feet. Apply to WILLIAM GEBHARD, No. 21 Nassau-st.

TO LET—THE PRIVATE STABLE NO. 135 EAST 21st-st., near 3d-av.; rent $1,000 per annum. W. W. DE FORREST & CO., No. 82 South-st.

DESIRABLE OFFICES TO LET IN building No. 159 Front-st., corner of Maiden-lane. Apply to WILLIAM HODGE & CO., No. 40 Wall-st.

TO LET—DESK ROOM IN OFFICE NO. 8, NO. 5 Beekman-st., first floor over Park Bank.

HOUSES & ROOMS WANTED.

WANTED TO HIRE—WITH POSSESSION March 1 or April 1, a medium-size unfurnished house, in a good neighborhood, on the west side of the City, below 46th-st., by a small American family. Rent not to exceed $1,200. A bonus of $30 will be given for information that will secure the above. Address, with full particulars, A. B. R., Box 4,374 New-York Post-office.

WANTED—A FOUR-STORY HOUSE, BROWN-stone or brick, with the modern improvements, between 8th and 23d sts., good locality, on the 2d, 3d or 4th avs. Railroad routes. A line, stating location and rent, will receive attention by addressing J. W. B., Box No. 1,504 Post-office.

WANTED—ON THE LINE OF THE NORTHERN New-Jersey Railroad (not south of Englewood) a comfortable dwelling, within walking distance of depot, schools and church, at a yearly rental of $600. Address F., Box No. 1,436 Post-office, New-York.

HOUSE WANTED—BETWEEN 20TH AND 45th sts.; rent not to exceed $1,800. Answers must give full particulars, or they cannot receive attention. Address HOUSE WANTED, Box No. 145 *Times* Office.

WANTED—TO HIRE, A SMALL COTTAGE, pleasantly situated, within two hours of New-York, on a railroad and near a station. Address COTTAGE, Orange Post-office, New-Jersey.

WANTED—A FIRST-CLASS, WELL-FURnished house, by a small private family for one or two years. Address, with full particulars and lowest terms, Box No. 4,400 Post-office.

WANTED TO RENT—A COUNTRY COTtage, furnished, within 25 miles of City, near depot or landing; rent moderate. Address S., Box No. 169 *Times* Office.

WANTED—BY A SMALL CLUB, A FURNISHED house in or near 5th-av. Address Box No. 4,553, Post-office.

MARBLE MANTELS.

MARBLE MANTELS—THE BEST PLACE in the City to purchase Marble Mantels of the latest designs, at very low prices, is at A. KLABER'S Marble Works, No. 109 East 18th-st., near 3d-av., New-York; mantels put up in the country. Cut this out.

MARBLEIZED SLATE MANTELS—SUperior in appearance, more durable, half the price marble. T. B. STEWART, 636 6th-av., bet. 36th and 38th.

AMUSEMENTS.

BARNUM AND VAN AMBURGH'S MUSEUM AND MENAGERIE COMBINATION,

Broadway, between Spring and Prince sts.
EVERY AFTERNOON AT 3; EVENING AT 7 3-4.
IMMENSE HIT
of the MAGNIFICENT, RELIGIOUS, HISTORICAL, SPECTACULAR, ZOOLOGICAL DRAMA, entitled the
CHRISTIAN MARTYRS,

CHRISTIAN MARTYRS

WRITTEN BY
MR. JOHN
BROUGHAM,
EXPRESSLY FOR THIS
ESTABLISHMENT.

CHRISTIAN MARTYRS

CHRISTIAN MARTYRS.
MAGNIFICENT SCENERY, GORGEOUS COSTUMES, and SPLENDID APPOINTMENTS.
GRAND TRIUMPHAL PROCESSION,
in which
THE LIVING WILD ANIMALS
are introduced, together with
OVER TWO HUNDRED AUXILIARIES.
GLADIATORIAL COMBATS IN THE COLISEUM,
THE CHRISTIAN MARTYRS THROWN INTO THE DEN OF LIONS.
On exhibition at all hours, the
ENTIRE VAN AMBURGH COLLECTION OF LIVING WILD ANIMALS.
INCLUDING A GIRAFFE OVER 15 FEET HIGH.
A GIANT AND GIANTESS, A LEOPARD CHILD, TWO DWARFS, CIRCASSIAN GIRL, GORDON CUMMING COLLECTION, COSMORAMAS, LEARNED SEAL, HAPPY FAMILY, GRAND AQUARIA, HISTORICAL RELICS, and
OVER 250,000 OTHER CURIOSITIES.
Admission, 30 cents. Children under ten, 15 cents.

NIBLO'S GARDEN.

Lessee and Manager..............WM. WHEATLEY
This establishment does not advertise in the New-York Herald.
THURSDAY EVENING, Feb. 14, 1867.
ONE HUNDRED AND FIFTY-EIGHTH PERFORMANCE OF THE
BLACK CROOK,
with Jarrett & Palmer's celebrated
PARISIENNE BALLET TROUPE,
AND THE
GORGEOUS TRANSFORMATION SCENE.
On this occasion will be presented
NEW DANCES,
NEW MUSIC,
NEW COSTUMES, &c.

TWENTY-SIXTH GRAND MATINEE,
SATURDAY, Feb. 16, at 1 o'clock.
ADMISSION TO MATINEE:
Parquet and Dress Circle........$1
Family Circle........50c.
Curtain rises at night at 7½; at Matinee, 1.

NEW-YORK THEATRE.

Managers..........Lewis Baker and Mark Smith
THIS EVENING, the celebrated drama entitled the
TICKET-OF-LEAVE MAN,
WITH ITS NEW SCENERY,
COSTUMES,
ORIGINAL MUSIC,
AND AN UNPRECEDENTED CAST.

The managers take great pleasure in announcing an engagement with the distinguished comedienne and vocalist,
LADY DON,
who will make her first appearance on MONDAY, Feb. 18, in two of her favorite personations. Box book will be opened on WEDNESDAY.

COOPER INSTITUTE.

DR. HEBBARD'S SECOND COURSE.
PECULIAR LECTURES ON PECULIAR THEMES
Commence THURSDAY EVENING, Feb. 14, 1867.

Lecture I. George Peabody and Model Manhood.
II. Liebig's Soap-and-Water Civilization and Beautiful Women.
III. John Morrissey, Congress and Muscle.
IV. Henry Ward Beecher and Digestion.
V. Parlor and Kitchen Women, and Food and Drink.
VI. Wendell Phillips and Blood.
VII. Fred. Douglass, Parepa and the Lungs.
VIII. Andrew Johnson, Sir Isaac Newton and Brain.
IX. James Gordon Bennett, Anna E. Dickinson and the Special Senses.
X. John B. Gough and the Temperaments.
XI. Gen. Grant, Bravery and Success.

Admission 50 cents; tickets to the course $4.

BROOKLYN ACADEMY OF MUSIC.

THE ITALIAN OPERA.
Director..................MAX MARETZEK.
On THURSDAY EVENING, Feb. 14, at 8,
GRAND GALA PERFORMANCE
of Rossini's immortal Comic Opera,
THE BARBER OF SAVILLE,
(Il Barbiere di Siviglia,)
with a cast never before equaled, including
MISS CLARA LOUISE KELLOGG,
BARAGLI, BELLINI, ANTONUCCI, FLEURY,
GIORGIO RONCONI.

Reserved seats and tickets may be had at the box office of the Brooklyn Academy, and in New-York at Macoy & Herwig's, Nos. 112 and 114 Broadway.

ANSCHUTZ'S MUSIC INSTITUTE.

STECK'S MUSIC HALL, No. 141 8th-st., between Broadway and 4th-av. J. B. POZNANSKI'S QUARTET SOIREES. Messrs. J. B. Poznanski, J. Bernstein, M. Schwarz, A. Liesegang, with the kind assistance of Miss Elise Pfaffmann, pupil of C. Anschutz's Music Institute, Herr Pollack and Herr Kalliwoda.
FIFTH SOIREE,
THURSDAY, Feb. 14, 1867, at 8 o'clock,
MENDELSSOHN AND L. SPOHR.

The grand Piano used at these Soirees is from the celebrated manufactory of George Steck & Co.
Admission One Dollar.

KELLY & LEON'S MINSTRELS,

No. 720 Broadway.
CINDERLEON. DEMON DANCE. CINDERLEON.

In addition to a programme remarkable for the refreshing novelties presented, the new and screaming burlesque Opera, the TWO PRIMA DONNAS, THE ONLY LEON in TROVATORE, and EDWARD KELLY as the great director GROWL.

FOURTH ANNUAL BALL OF THE Italian Society di Unione e Fratellanza, at Irving Hall, for the benefit of the Italian evening school, on FRIDAY EVENING, Feb. 15. Tickets $3 each, admitting a gentleman and two ladies.
F. BERTHOUD, President.
A. L. SIMONA, Secretary.
N. B.—Tickets to be had of the Secretary, at No. 864 Broadway, and at the principal music stores.

BUNYAN TABLEAUX.—LARGEST PANORAMA in the world. Union Hall, Broadway and 23d-st. Open every night at 7; commencing at 7¾. Admission, 50 cents; children, 25 cents. Matinee WEDNESDAY and SATURDAY, at 3 o'clock.

A LADY GRADUATE OF THE CELEBRATED Italian masters, Bagioli and Bassini, will give piano and singing lessons at $1 per lesson. Call at No. 173 Pearl-st., Brooklyn, any day from 3 to 4 o'clock.

MUSICAL.

DECKER BROTHERS,
NO. 91 BLEECKER-ST., NEW-YORK.

TO THE PUBLIC.

A careful and official search made at the United States Patent-office in Washington has proved that no PATENT FOR AN IMPROVEMENT IN PIANO-FORTES was ever granted by the United States to any person by the name of Decker, EXCEPT TO THE MEMBERS of the firm of DECKER BROTHERS, of New-York City. The public are, therefore, again cautioned against buying any Decker Patent Piano not having been manufactured by
DECKER BROTHERS,
No. 91 Bleecker-st., New-York.
and not having on the iron plate on the left hand side, in raised letters, the words,
DECKER BROTHERS' PATENT,
JUNE, 1863.

KINDT & MANZ
MANUFACTURERS OF GRAND AND SQUARE PIANOS,

having removed to their new and spacious warerooms, No. 865 Broadway, between 17th and 18th sts., New-York, would respectfully ask the attention of those wishing to purchase pianos to their improved and superior instruments. These are all manufactured under their personal supervision, and from their great experience and close attention, they are enabled to guarantee them unsurpassed by any in brilliancy, delicacy and compass of tone, combined with a superiority of workmanship, which insures the greatest possible durability.

All of them are constructed with the Agraffe arrangement, and each instrument will be warranted for five years.

WATERS' SQUARE AND UPRIGHT PIANOS, MELODEONS, AND CABINET ORGANS, the best manufactured, to let, and rent allowed if purchased. Monthly payments received for the same. Second-hand pianos at bargains, from $60 to $225. Old pianos taken in exchange. Liberal discount to teachers and clergymen. Cash paid for second-hand pianos. Pianos tuned and repaired. New 7-octave pianos for $275 and upward. Warerooms No. 481 Broadway, N. Y.
HORACE WATERS.

HAZELTON BROTHERS, PIANO-FORTE manufacturers, would call the attention of musicians and the public generally to the many and great improvements in the construction of their pianos. Their "EUPHONIC AGRAFFE TREBLE" has been tested by the highest musical talent in the country, and conceded by all to possess power, brilliancy and sweetness in the highest degree. Pianos to let.
Warerooms, No. 99 Prince-st.

THE DECKER BELLAGRAFF FULL IRON-PLATE PIANO-FORTE.—The public and patrons of this well-known instrument are again cautioned against purchasing any Decker Piano that does not have the Bellagraff and full iron-plate. The DECKER PIANO for sale at No. 4 Bleecker-st., New-York, only.

N. B.—No connection with any other house of similar name in the same street, nor in the City of New-York.

WANTED IMMEDIATELY—TWO YOUNG ladies practically and theoretically able to instruct in playing the piano, under the Professor of Music in Vassar College. Apply in person at the music-store of Beer & Schirmer, No. 701 Broadway, New-York, on Saturday, Feb. 16, between 10 A. M. and 2 P. M.

MASON & HAMLIN, MANUFACTURERS OF CABINET ORGANS.—Salesrooms, No. 596 Broadway, New-York, where may be found the largest assortment of instruments of this class in the country. Prices, $75 to $1,000 each.

MUSICAL LEADER WANTED—A PREcentor to lead the singing in a Presbyterian Church in this City. Address, with name and reference, M. G. B., Box No. 3,270 New-York.

A LADY WILL GIVE INSTRUCTION ON the Pianoforte, with the best of references, either at her own or pupil's residence; terms moderate. For further particulars apply at No. 89 3d-av.

A GREAT BARGAIN—SPENDID PIANO BY best makers; cost $650, used a short time; warranted; must be sold; owner leaving. No. 348 Bleecker-st.

BILLIARDS.

PARLOR BILLIARD TABLES.

We have on hand an assortment of parlor billiard tables suitable for rooms that will not admit large tables. For learning billiards and as a source of amusement in the home circle, they are equal to ordinary size tables.
PHELAN & COLLENDER,
Nos. 63 to 69 Crosby-st.

AMUSEMENTS.

WINTER GARDEN—AT 7½.

EDWIN BOOTH
in the role of
SHYLOCK,
in Shakespeare's play of
THE MERCHANT OF VENICE,
being the third of the
BOOTH GRAND REVIVALS!

In the cast, Mmes. Methua Scheller, Gushing, Morton, Messrs. Donaldson, Duff, Leffingwell, Gotthold, Barton Hill, Decker, Hinton, Oliver, Duell, Andrews, Davidge, Burroughs, &c.

THE SCENERY.—1. The Rialto. 2. A Venetian Street. 3. Church of San Giovanni. 4. The Place of St. Mark. 5. The Hall of the Senate, by Charles W. Witham. 6. A Hall in Portia's House. 6. A Garden in Genoa, by Hilliard.

Box office open from 8 A. M. to 5 P. M., where seats may be secured twelve days in advance.

SPECIAL.—Mr. Stuart desires to impress especially on those coming from a distance to witness this revival, the importance for their own comfort of securing seats in advance.

WALLACK'S THEATRE.

Proprietor and Manager.......Mr. LESTER WALLACK
THIS EVENING,
AND EVERY EVENING TILL FURTHER NOTICE,
will be presented, after careful preparation, an
ENTIRELY NEW PIECE,
written and adapted expressly for this Theatre by A. W. YOUNG, Esq., from the French of VICTORIEN SARDOU entitled
A DANGEROUS GAME.

The incidental music, composed and arranged by Mr. Edward Mollenhauer. The picturesque and correct scenery, entirely new, by Messrs. H. Isherwood and G. Evans. The Costumes by Messrs. G. Flannery and Benschoten. The new and elegant furniture and appointments by Mr. James Timony. The novel mechanical effects by Mr. Henry Butler, and a SPLENDID CAST, including

MR. J. W. WALLACK, MR. JOHN GILBERT, MR. FREDERICK ROBINSON, MR. GEO. HOLLAND, MR. A. W. YOUNG, MR. J. C. WILLIAMSON, MR. W. J. LEONARD, MR. T. GRAHAM, MR. T. WARD, MR. OASHIN, MR. W. H. POPE, MISS MADELINE HENRIQUES, MRS. CLARA JENNINGS, MISS MARY BARRETT, MISS FANNY GREEN, MISS M. SCOTT, MRS. TIMONY, MISS DAY.

Doors open at 7¼; performance commences at 8 o'clock.

OLYMPIC THEATRE.

THURSDAY EVENING, FEB. 14.
COMIC OPERA NIGHT.
THE MERRY WIVES.
THE MERRY WIVES.
THE MERRY WIVES.
THE MERRY WIVES.
THE MERRY WIVES OF WINDSOR.
THE EVENT AND GENUINE SUCCESS OF THE SEASON.
HERMANNS in his great role of FALSTAFF.
ROTTER, FREDERICI, JOHANNSEN, FORMES, GROSCHEL, LEHMAM, all in the cast.
FRIDAY—Only time of Von Weber's DER FREISCHUTZ.
GRAND MATINEE OF STRADELLA, SATURDAY. Commencing at 1 o'clock, at 75 cents admission to all seats.
SATURDAY NIGHT—THE CZAR AND CARPENTER. Positively.

BOWERY THEATRE.

W. H. WHALLEY IN TWO PIECES,
BRIAN BOROIHME.
THE MAID OF ERIN.
FRIDAY—BENEFIT OF W. H. WHALLEY.

ITALIAN OPERA—FRENCH THEATRE.

A. L. MORA..............Director.
TO-MORROW EVENING, THIRD OPERA NIGHT,
Verdi's popular opera,
IL TROVATORE,
with the following eminent artists:
Signora ADELAIDE PHILLIPS,
Signor IRFRE,
Signor FORTUNA,
Signor BARILI.

Full Chorus and Orchestra, under the direction of Signor A. L. MORA.
SATURDAY—FIRST GRAND OPERA MATINEE.
NOTICE—The sale of tickets for the Matinee will commence to-day.
Tickets can be had at Beer & Schirmer's, No. 701 Broadway; at J. O. Seymour & Co.'s, Nos. 9 and 11 Nassau-st., and at the French Theatre.

THEATRE FRANCAIS. COMEDY.

FOURTEENTH-STREET.
FRENCH ARTISTS' ASSOCIATION.
SATURDAY, Feb. 16, at 8 P. M., for the first time,
LES DEMOISELLES DE ST. CYR, play in five acts, by Alexander Dumas.
Ticket office at H. Dardonville's, No. 678 Broadway.

ACADEMY OF MUSIC, BROOKLYN.

REPETITION
ON FRIDAY EVENING, Feb. 15,
of the comic drama entitled
"OURS,"
with
MR. LESTER WALLACK
and the members of the company from
WALLACK'S THEATRE, NEW-YORK,
being, on account of other arrangements,
POSITIVELY THE LAST PERFORMANCE.
Doors open at 7¼. Commences at 8.
Seats can now be secured at the Academy.

NEW-YORK CIRCUS.

14th-st., opposite Academy of Music.
L. B. LENT..............Director.
MATINEES AT 2½,
WEDNESDAY AND SATURDAY.
Night performances commence at 8 o'clock.
A SUPERB PROGRAMME
OF NEW AND BRILLIANT ACTS,
nightly received with enthusiastic applause.
POSES PLASTIQUES,
LES TROIS ATHLETES,
HINDOO MIRACLES,
MLLE. CARLOTTA DE BERG
AND ALL THE GREAT RIDERS
in elegant and diversified scenes of
DASHING HORSEMANSHIP.
THE WONDERFUL PONY "PUNCH,"
THE COMIC DOG "KNIBBS,"
THE EDUCATED MULES.

GRIFFIN & CHRISTY'S MINSTRELS.

FIFTH-AVENUE OPERA HOUSE,
Adjoining Fifth-avenue Hotel.
G. W. H. GRIFFIN..............Manager
CONTINUED SUCCESS,
CROWDED HOUSES,
DELIGHTED AUDIENCES.
FOUR BIRDS OF PARADISE and
COCOA NUT DANCE.
GEO. CHRISTY
continues to delight his many admirers in his great song of "Naughty, Naughty Girls."
Continued appearance of
Mr. CHARLES BENEDICT,
Comedian.
Second week of the greatest living Comedian,
Mr. OSCAR BURBANK.
GRIFFIN and CHRISTY
IN NEW ACTS.
MUSIC, SINGING AND DANCING.

GRAND CHARITY CONCERT AT IRVING HALL,

Under the patronage of the Ladies' Southern Relief Association,
SATURDAY, Feb. 16, at 8 o'clock.

The following distinguished artists have volunteered their services in aid of this Society:
MISS KELLOGG, MME. GAZZANIGA,
MISS ADELAIDE PHILLIPS, MISS McCULLOCH,
SIGNOR BRIGNOLI, SIGNOR MILLERI,
By permission of Mr. Maretzek.
SIGNOR FERRANTI, by permission of Mr. Bateman.
MR. JAMES M. WEHLI, celebrated pianist.
SIGNOR ALBANO, Harpist.
MR. THEODORE THOMAS
and Full Orchestra.

Messrs. Chickering have kindly offered their celebrated concert grand.
Tickets $2. For sale at Irving Hall, music-stores, hotels, &c.

STEINWAY HALL.

TWENTY-FIFTH SUNDAY CONCERT.
SUNDAY, Feb. 17, at 8 o'clock.
L. F. HARRISON..............Director.
Miss KATE McDONALD, The favorite Soprano.
Mr. S. B. MILLS, Pianist.
Mr. HEINDL, Flute Soloist.
Mr. G. N. COLBY, Accompanyist.
Mr. THEO. THOMAS, Conductor, and his full Orchestra.
Tickets 50 cents. Reserved seats 50 cents extra.
For sale at the usual places.

STEINWAY'S ROOMS.

FRIDAY, Feb. 15, at 3 o'clock,
CARL WOLFSOHN'S
EIGHTH BEETHOVEN MATINEE.
Second appearance at these matinees of Mme. BERTHA JOHANNSEN, the celebrated prima donna.
Mr. WOLFSOHN will, upon this occasion, repeat the Sonata Appassionata.

STEINWAY HALL.

THURSDAY EVENING, FEB. 21.
GRAND COMPLIMENTARY CONCERT TO
MR. FREDERICK WIDDOWS, Musical Agent.
Some of the most POPULAR ARTISTS in the City have tendered their services for the occasion.
TICKETS ONE DOLLAR, to be had at the music stores, Steinway and Irving Halls, and of the Committee.
Full particulars in future announcements.

HARTZ TEMPLE OF MYSTERY.

Dodworth Hall, No. 806 Broadway.
Tickets 50c. Reserved seats $1. For sale 6 days in advance.
CARD.—Parties should secure their seats during the day at the Hall in order to avoid the rush in the evening at the door.
Great Consternation caused by "WE ARE HERE," "BUT NOT HERE;"
Or PROTEUS. PROTEUS. PROTEUS.
Pronounced by the Press the greatest
"SPECTACULAR ILLUSION"
Ever presented to a New-York public.
NEW PROGRAMME. WITHOUT APPARATUS.
THE GROWTH OF FLOWERS and FLOATING HEAD—in consequence of the immense success will be continued.
MATINEE, SATURDAY at 2. Doors open at 1:30.
The Chickering Piano is used at these seances.

MISS MARIA BRAINERD'S

GRAND ANNUAL CONCERT,
AT STEINWAY HALL,
TUESDAY EVENING, Feb. 19.
Tickets $1; Reserved Seats 50 cents.

THEATRE FRANCAIS—WEST 14TH-ST., near 6th-av. THURSDAY, Feb. 14, at 8 P. M. First appearance of MME. LARMET. UN DUEL SOUS RICHELIEU, Drama in 3 acts. UN MARI BRULE, Vaudeville in 1 act. Ticket Office—Beer & Schirmer's, No. 701 Broadway; Macoy & Herwig's, Nos. 112 and 114 Broadway, and at the Theatre Francais, 14th-st.

LECTURES.

SOMETHING TO DO.

ANNA E. DICKINSON,
at the Cooper Institute,
TUESDAY EVENING, Feb. 19, 1867,
Hon. HORACE GREELEY in the chair.

Miss DICKINSON will deliver her new lecture, thought by many to be her masterpiece, and which has drawn crowds in Philadelphia, Boston, Hartford and other places as above. Tickets, 50 cents. Sold by the American News Company, No. 121 Nassau-st.; Fowler & Wells, No. 389 Broadway; Macfarland's, corner of Broadway and 23d-st., and at the door.
Lecture at 8 o'clock. Doors open at 7 o'clock.

SOUTHERN RELIEF.

A lecture will be delivered for the above object under the auspices of the
BLOOMINGDALE CATHOLIC ASSOCIATION,
BY
RICHARD O'GORMAN, Esq.,
AT
COOPER INSTITUTE,
SUNDAY EVENING, Feb. 24, 1867.

DANCING.

A. DODWORTH'S DANCING ACADEMY,

No. 212 5th-av., New-York.
Classes on MONDAYS and THURSDAYS, TUESDAYS and FRIDAYS.
Evening class for gentlemen TUESDAYS and FRIDAYS. For terms, &c., send for circular.

DE GARMO'S DANCING ACADEMY,

No. 82 5th-av., southwest corner of 14th-st. Open TUESDAYS and FRIDAYS, WEDNESDAYS and SATURDAYS.
Ladies, 2 to 4 P. M.; Misses and Masters, 4 to 6 P. M.; Gentlemen, TUESDAYS and FRIDAYS, 8 to 10 P. M.
NEW CLASSES ARE NOW FORMING.

PROCEEDINGS OF CONGRESS.

Continued from First Page.

likely to remain, would be $3,172,542 10

The revision of the income tax, it will be seen, presents the subject in the main as it was presented last year, or the differential rate adjusted, as it passed the House, though not then accepted by the Senate. That every person should contribute to the support of the Government in the exact ratio of the interests protected by the Government, is a principle that will be universally admitted. An income tax is based on this theory; and yet it is beset with all sorts of difficulties in its practical application. Inequalities appear at every step. One man's skill is taxed as much as another man's property. To-day one man pays no income tax, and to-morrow dies, leaving a fat estate to his heirs, though for the moment it had been unproductive. To-day one man pays a liberal income tax, his brains have given a generous support to a large family, and to-morrow he dies and all his heirs are pennyless. An equal income tax in such cases can hardly be reconciled with justice. If an income tax was to continue as a permanent tax, it should be based upon the value of the whole property possessed by each person. I am disposed to think, however, that a tax of the vexatious character which must adhere to an income tax should rightfully place it on the list of those to be abandoned first in order after the tax on manufactures has been removed; in fact, it is one of the sources which ought not to be appealed to except in great exigencies, but should be held in reserve. No nation can for any length of time afford to tax without exception all its available sources of revenue. Something must be left for extraordinary occasions. For the present it is merely proposed to amend the income tax and remove from it some of its most exceptionable features. The exemption of $600 is enlarged to $1,000, and in addition an allowance is to be made for all rent, taxes, insurance and repairs. To be taxed at all any person must be in the receipt of something above this minimum amount, and which certainly must be deemed as very liberal; and it will prove a large loss to the Government, as it will exempt entirely the vast majority of persons with moderate means. Yet it is believed that the increased amount of the exemption would meet with favor even from a majority of those who will remain subject to the tax. Another change is proposed to relieve the manifest injustice of taxing incomes above $5,000 twice as much as those below. But one rate, and that 5 per cent., is now recommended. To do more than this is to provoke a controversy as to the Constitutional right to do it, and to lodge in the mind of every man who finds himself, as he thinks, unjustly oppressed, an excuse for understating his income to such an extent as will avoid the wrong with which he is threatened. To such persons it seems sheer confiscation, and if justifiable to the extent of 5 per cent., then it is justifiable to the extent of 50 per cent. They offset wrong for wrong. Few nations tolerate an increased tax at all, and there is no nation which has any other than a uniform rate. The Treasury needs money, but on a question of taxation, justice must be dealt out with an even hand, and the rule of perfect equality should be as immovable as the poles. The estimate of the receipts for the next fiscal year ending June 30, 1868, as recently revised by the Treasury Department and the Commissioner of Internal Revenue, reduces the estimate from the sums orignally estimated ninety days ago to the following figures, viz.: From customs, $130,000,000; from internal revenue, $240,000,000; from lands, $10,000,000; from miscellaneous sources, $20,000,000. Total, $391,000,000. This last item will almost entirely depend upon the amount of coin we may have to sell, and the premium obtained upon it. Looking at the general depression of trade, as well abroad as at home, and the recent falling off of customs and internal revenue, the revised and reduced estimates would appear to be fully justified. The same revision of the expenditures for the year ending 1868, bring out items to the original estimate, already ascertained, of not less than $7,000,000, or making the total at $357,247,641 32, beside any claims passed upon by Congress. This leaves to apply on the public debt and for reduction of taxes less than $34,000,000. That some positive sum should be devoted to that object, in order to restore our public credit to the level of the world, or even to keep it from sinking below the point at which it now stands, is a principle so plain that it does not seem to require argument so much as correspondent action. The Committee have ventured to use up the entire surplus or margin in various reductions of taxes and exemptions, believing that we have secured such an increase of revenue from other sources by amendments designed to stop the waste gates of different portions of the law as will beyond all doubt leave something to apply on the public debt, provided we pass no bills which will throw any considerable additional charges on the Treasury. The Committee have felt willing, for the coming year, to give the largest possible amount of relief to the business interests of the country, and have also been willing to so reduce the revenue that no large balance would remain in the Treasury to tempt any one to disregard the wisdom of economy—not that cheese-paring economy which higgles at trifles and then swallows millions, but that which looks to the means of payment for every debt contracted. Having gone in the line of reduction as far as it is prudent to go, it follows that if any other reduction should be proposed it will be our duty at once to seek something of equal amount to be restored to the list of taxable articles. It is possible in spite of an earnest solicitude to avoid any mistakes as to what should be relieved from taxation that the judgment of the House may make a different selection and any improvements of the bill will be regarded with as much favor by the Committee of Ways and Means as by any other member of the House. If there are any gentleman who disbelieve the recitals concerning idle factories, forges, furnaces and foundries, and who think that we are still on the top wave of prosperity, and so may be willing to venture a deeper cut into our revenues I invite them to look at the comparative returns of some of our principal railroads—to the present state of our navigation interests—to the decline in the commerce of our canals—to our diminished export trade in cattle, horses, hogs, beef, butter, cotton and manufacturers of cotton, iron, copper and brass, together with numerous other articles. This is an exposition of which I have the details, but which I shall not, unless compelled to do so, place upon the records. Depressed as trade must be conceded to be, the depression is no greater, perhaps not as great as might have been expected to follow the recent exhaustive struggle of the country. Nor is it at all equal to what has been the experience of Great Britain for the past year, where cholera, cattle plague, cotton famine, bad harvests and a commercial crisis have all necessarily culminated; where the Bank rate of interest was for three months kept at the minimum rate of 10 per cent., and where thousands of workmen are now only kept from starvation by daily charities from the Queen, as well as from those who are hard pushed even to pay their poor rates. But I am by no means despondent of the future. The people of the South in no long time, it may be hoped, will return to loyalty and to the Union, knowing that it is "fixed as fate or foreknowledge absolute;" that this is to be their and our common country and Government forever. A country and Government as formidable in war, as beneficent in peace, they will speedily find how much more rapidly will be their growth with free institutions than when linked to one of the last relics of barbarism. They will then have, as we have now, a just pride in all that contributes to the prosperity of the nation, the grandeur of its position, and the splendor of its history. Our facilities for the development of wealth and power can only receive temporary checks, and the load we bear of taxation to-day with some uneasiness, will ere long become light, and in a little more than thirty years, when our people will number one hundred millions, there will not be more than enough left of our public debt to remind our children of the honor of the legacy.

Mr. LE BLOND called the attention of Mr. MORRILL to the provision in the forty-fifth section of the bill looking to the destruction of the liquor forfeited when it would sell for a price equal to the tax.

Mr. MORRILL replied that he had felt convinced that that provision would have excited the disproval of the gentleman who could not understand why such good liquor should be destroyed.

Mr. LE BLOND retorted something which was not very clear, about a fair distribution of the liquor between New-England and the West.

Mr. DARLING, Chairman of the Select Committee on Internal Revenue frauds in New-York and elsewhere, stated some of his views relating to the connection between distillers and Inspectors of spirits, derived from his experience in that investigation. He advocated the increase of distillers' licenses from $100, as now imposed, or from $500, as proposed in the bill, to $1,000. He said that under the present system of appointing local Inspectors, it was not mandatory on distillers to pay tax on spirits; it was merely optional. The inspector was really in the pay of the distiller, whereas he should be in the pay of the Government, and should not be continued any length of time in the same district. Last year a tax was collected on only fourteen millions of gallons, while the production in 1860 was ninety millions of gallons. He contended that the tax was not paid on more than one-eighth of the spirits distilled, and this he attributed largely to the pernicious influence of having inspectors in the pay of distillers.

Mr. MCKEE gave his assent and indorsement to what had been said by Mr. DARLING. It appeared to him that if the Committee of Ways and Means had been devising for months how best to facilitate frauds upon the revenue it could not have hit upon a better plan than that of having local inspectors for each distillery. Those inspectors seemed to be put there rather for the purpose of encouraging and facilitating frauds than of preventing them. The law also appeared designed to throw the distillation of spirits into the hands of a few capitalists, to the detriment of small country distillers, who really made the only whisky that was fit to drink. He could have no personal interest in making these remarks, because, if it were possible, he would wipe out the whole business of distilling whisky. He repeated that the whole machinery of local Inspectors was designed to encourage frauds on the part of large distillers.

All general debate on the bill was closed, and the Clerk proceeded to read the bill by sections for amendment.

The bill so far as passed upon by the Committee is as follows:

SECTION 1. That all acts in relation to the assessment return, collection and payment of the income tax, special tax, and other annual taxes now by law required to be performed in the month of May, shall hereafter be required on the corresponding days in the month of March in each year. All acts required to be performed in the month of June in relation to the collection, return and payment of said taxes shall hereafter be required on the corresponding days of the month of April of each year.

SEC. 2. That apothecaries, butchers, confectioners and plumbers and gasfitters, when annual sales exceed $25,000 shall pay in addition to the special tax now required by law $1 for every $1,000 in excess of said $25,000, and the taxes on such excess shall be assessed and paid, in the manner provided in the case of wholesale dealers.

SEC. 3. Regulates the duties of District Attorneys in all suits or proceedings arising under the Internal Revenue laws to which the United States is party, and in all suits or proceedings against a Collector or other officer of the Internal Revenue, necessary for the just responsibility of those officers, and the prompt collection of all revenues and debts due and accruing to the United States under such laws.

SEC. 4. Gives the Commissioner of Internal Revenue [illegible] property which have been or shall be assigned, set off or conveyed, by purchase or otherwise, to the United States, in payment of debts arising under the laws relating to internal revenue, and regulates his duties in the premises.

SEC. 5. Provides that if the manufacturer of any article upon which a tax is required to be paid by means of a stamp shall have sold or removed for sale any such article without the proper stamp, in addition to the penalties now imposed by law for such sale or removal, it shall be the duty of the proper Assessor or Assistant Assessor upon such information as he can obtain to estimate the amount of the tax which has been omitted to be paid, and to make an assessment thereof and certify the same to the Collector; and it shall also be the duty of the proper Assessor or Assistant Assessor in like manner to estimate the amount of taxes which may be due from any manufacturer of distilled spirits on account of any spirits manufactured by him upon which the tax has not been paid, and to make proper assessment therefor; and the subsequent proceedings for collection shall be in all respects like those for the collection of taxes upon manufactures and productions.

The above section was passed over informally, without final action upon it.

SEC. 6. Authorizes the Commissioner of Internal Revenue, whenever he shall deem it expedient, to designate one or more of the Assistant Assessors to any Collection District to make assessment in any part of such district for all such taxes as may be due upon any specified objects of taxation.

SEC. 7. Authorizes the Commissioners of Internal Revenue, with the approval of the Secretary of the Treasury, to pay such sums, not exceeding in the aggregate the amount appropriated therefor, as may in their judgment be deemed necessary for detecting, bringing to trial and punishment persons guilty of violating the Internal Revenue Laws, or conniving at the same, in cases where such expenses are not otherwise provided by law, and it appropriates $100,000 for that purpose.

SEC. 8. Enacts that hereafter for any failure to pay any internal revenue tax at the time, and in the manner required by law, where such failure creates a liability to pay a penalty of 10 per cent. additional upon the amount of tax so due and unpaid, the person so failing or neglecting to pay said tax, instead of 10 per cent. as aforesaid, shall pay a penalty of 5 per cent., together with interest at the rate of 1 per cent. per month upon said tax from the time the same became due.

SEC. 9. Amends the acts of June 30, 1864, and July 13, 1866, to provide internal revenue to support the Government to pay interest on the public debt, and for other purposes, in the following particulars: To make the pay of Assistant Assessors five dollars a day, without any allowance for office rent. This amendment to take effect upon compensation for the month of March, 1867, and thereafter.

The Committee rose, and the House at 10:10 adjourned.

NEW-YORK.

AFFAIRS AT THE STATE CAPITAL.

Board of Public Works—Ferry Investigation—Broadway Underground Railroad—New-York and Brooklyn Bridge Company—Hudson River Insane Asylum.

From Our Own Correspondent.

ALBANY, Wednesday, Feb. 13, 1867.

This has been, in both Houses, a day of little interest. The Assembly was in session little more than an hour, the session opening at 11 o'clock, and the Chamber being, by resolution, yielded to the State Agricultural Society for its annual meeting soon after 12 o'clock. The Senate met also at 11 o'clock, and went into executive session at 12 o'clock soon after which it adjourned for the day.

BOARD OF PUBLIC WORKS.

The Senate Committee on Municipal Affairs sat for some hours last evening, and went patiently through the bill creating a Board of Public Works for the Metropolitan District, which had been once reported from the Committee for the consideration of the Senate and afterward recommitted. Two or three gentlemen from New-York were heard in support of the bill, and it is understood that the Senate Committee will report it favorably after some considerable amendment; but its passage, even in the Senate, is to be regarded as extremely doubtful. Indeed, without some further and more general expression of public opinion in favor of the bill, it is more than doubtful. The only parties who have yet shown any strong interest in it are persons understood to expect lucrative appointments under it.

THE FERRY INVESTIGATION.

The Assembly Committee on Commerce and Navigation have returned from their trip to New-York and Brooklyn, and will, it is understood, report a bill affording considerable reforms in the management of the ferries to Williamsburgh, Jersey City and Hoboken.

BROADWAY UNDERGROUND RAILROAD.

A petition was presented this morning by Senator LENT, signed by over 1,500 owners and lessees of property on Broadway, in favor of an underground railroad from the Battery to the Central Park under Broadway. The petition was stated to be over 100 feet in length and to be the first instalment, being signed only by those below Eighth-street. This petition names Marshall O. Roberts, Courtland Palmer, Wm. A. Whitbeck, Frederick S. Winston, Wm. H. Lee and J. Milhaw a Committe to present it to the Legislature. Accompanying it was the memorial of this Committee in favor of the central as against the side lines. They state first that underground railways afford the best means of safe, rapid and cheap transportation of passengers and freight in the City of New-York. Second—That as between Broadway and the side routes, that the Broadway route should be first adopted. In this connection they refer to the latter grades. Cheaper construction, readiness of capital to engage in it, and say that this central route will accommodate more of the population than both of the side lines. That the injury to public and private interests will be less on the central than on the side routes. They then say that the plans and proposals submitted by O. VANDENBERGH remove all plausible pretexts for opposing its construction under Broadway. These are as follows:

First.—From Bowling Green to the Seventh-avenue the earth to be removed, and materials of construction supplied, through openings not on the line or in the surface of Broadway. Such openings to be at the ends of the cross streets, or on private property. No interference with the water and gas mains, without the consent (and under the regulations) of the Croton Aqueduct Department.

Second—From Bowling-green to the Seventh-avenue, as good a road as is now found on Broadway to be kept over the work while in progress of construction, for sixteen hours of the day. Street-cars on the route not to be obstructed by the work for sixteen hours of the day.

Third—Construct a deep longitudinal sewer under the work, with provisions for the houses along the line to drain into it.

Fourth—No injury to buildings along the route to be allowed. On reasonable cause to apprehend such injury, before it occurs, the work of construction threatening it may be restrained by injunction. These plans and proposals the Committee say are too important to the owners and lessees and to the public, to be overlooked, and should be expressed in detail in any bill that may be passed.

THE BRIDGE OVER EAST RIVER.

In the Senate, in Committee of the Whole, Mr. H C. MURPHY's bill for the erection of a bridge over the East River was considered and ordered to a third reading. Senator MURPHY took occasion to refute certain aspersions which had been made upon his motives in introducing and advocating this bill. He denied that he was, as had been stated, the attorney of the Union Ferry Company, or even one of its stockholders. The bill had been introduced by him without consultation with that Company or its managers. He regarded the measure as decidedly antagonistic to the Ferry Company. To satisfy objectors, the bill had been so amended as to require the construction to be commenced within one year. He said it would be constructed mainly by Brooklyn, as New-York was not equally interested. The bridge ought eventually to be free, and the bill provides that upon a payment of 33⅓ per cent. bonus to the company, the two cities may acquire the bridge, and make it free.

The section exempting the stock from taxation was stricken out.

STATE AGRICULTURAL SOCIETY.

Reports of Treasurer and Secretary—Election of Officers and Committees—Discussion on the Location for the Next Fair.

From Our Own Correspondent.

ALBANY, Wednesday, Feb. 13.

The State Agricultural Society assembled at 1 o'clock in the Assembly Chamber, the President, Mr. J. STANTON GOULD, in the Chair. The report of the Treasurer was read, showing the receipts and expenditures of the Society. The former have been $27,596, and the latter $18,505, showing a surplus of $9,093.

SECRETARY'S REPORT.

The Secretary, Col. JOHNSON, read his report, saying that the increase of the country in agricultural wealth had been great. The investigation in relation to the cause of the abortion of cows was continued, but no definite result had been arrived at. An eminent surgeon had been engaged and would be in attendance in the Spring. The rinderpest had also engaged the attention of the Society. A committee had made an elaborate report which contained all known information in regard to it, and which would soon been published. Our Government had prohibited the importation of cattle and hides from abroad. The last Legislature had passed a law on the subject. A thorough system had been inaugurated, and the reënactment of the law has been pressed by Gov. FENTON. After the disease had acquired headway in England, Parliament had taken it in hand, but were able only to stop it by a wholesale slaughter of the cattle. The report from machinery was encouraging. A gentleman from England, who was an excellent practical agriculturist, had visited this country and had returned home advocating capitalists to turn their attention to the great West. The statistics had been received from a large number of counties, and by the improved system of blanks the method had been much improved. The State Fair had been all that the Society had a right to expect from the funds appropriated and the state of the weather. Gov. FENTON had been in attendance and had been much pleased. The Fair closed on the 14th of September, and those who assert that Saratoga cannot get up a good fair are mistaken. The year 1866 had been one of progress, and he trusted that our personal years would be as full of improvement.

The report was accepted and adopsed.

NOMINATION OF OFFICERS.

Mr. CONGER moved the customory resolution for a nominating committee to be appointed, which was adopted.

Some notices of amendments to the Constitution were noticed, to be acted upon by the Society a twelvemonth hence.

Judge WARREN made a statement about his success in using squashes for feeding cattle, and also in regard to raising. Instead of selling them, as most farmers have, he had fed his cattle, and they fattened well. They were very greedy after it. The butter produced had been made from rich cream. He would, to-morrow, present a specimen of the butter. He had also fed the mangel-wurtzel and cabbage—both with success. His main object had been to see whether he could get good butter in Winter. The crop of squashes had been sure with him.

The Committees on Nominations having returned, the list was read.

President—Marsena R. Patrick, Geneva, Ontario County.

Vice-Presidents.—First District—Thomas H. Farle, Jr., New-York.

Second District—Samuel Thorde, Duchess.

Third District—Adin Thayer, Rensselaer.

Fourth District—Milo Ingoldsby, Washington.

Fifth District—Samuel Campbell, Oneida.

Sixth District—Joseph McGrow, Jr., Tompkins.

Seventh District—H. T. E. Foster, Seneca.

Eighth District—A. H. Plumb, Erie.

Corresponding Secretary—B. P. Johnson, Albany.

Recording Secretary—Erastus Corning, Jr., Albany.

Treasurer—Luther H. Tucker, Jr., Albany.

Executive Committee—George H. Brown, Dutchess; John Havens, New-York; S. T. Tabor, Queens; T. L. Harrison, St. Lawrence; W. M. Ely, Broome; James Geddes, Onondaga; W. Chamberlain, Dutchess; J. G. Martin, Erie.

The Committee also reported that they had discussed the claims of Utica and Buffalo for the next State Fair, but declined to make any motion.

A lively discussion took place on this, participated in by G. W. BULL, JOHN BUTTERFIELD and Ex-Gov. SEYMOUR, in respect to the claims of the two places.

NEW-YORK HOMŒPATHIC SOCIETY.

Resolutions Denouncing Dr. Willard Parker's Statements—Medical College for Women—Papers and Essays Read Election of Officers.

From Our Own Correspondent.

ALBANY, Wednesday, Feb. 13, 1867.

The most prominent topic of the meeting on Tuesday was the adoption of the resolutions denouncing the statements of Dr. WILLARD PARKER, in the Allopathic meeting of a week ago, in relation to practice in hospitals in New-York. Dr. PARKER had asserted that the homœpaths had declined to meet them on an equal field. The statement was untrue, and the homœpathic fraternity were always ready to meet on fair terms. The resolutions were very lengthy, and created considerable discussion.

The morning session to-day was opened with prayer by Rev. DAVID DYER.

A number of papers were read by their authors.

A Committee on the President's address made a report, thanking him for his remarks, and indorsing his views.

MEDICAL COLLEGE FOR WOMEN.

A resolution was offered by Dr. SMITH, of New-York, indorsing a scheme for a medical college in New-York for women.

Dr. M. M. MATTHEWS spoke at some length against this measure. He did not think it the proper course for this body to adopt, and it was a bad precedent. Ladies of modesty, intelligence and character did not wish to enter the field as physicians.

This view was combated at some length by Dr. SMITH. He claimed that the ladies were as attentive and as good students as the males.

A long and interesting discussion followed on the subject of the education of females in medical colleges, participated in by Drs. CLERY, SMITH, GUY and CORNELL. Nearly all the speakers conceded the advantages of having women as physicians in certain cases, but differed in their opinion as to the method of instruction.

A resolution was offered by Dr. T. DWIGHT STOW, as a substitute for the previous one, declaring the willingness of the Society to coöperate with a female medical college, when it shall give undoubted evidence of its ability to support itself.

READING OF PAPERS.

Papers were read during the session on Clinical Medicine, by Dr. G. D. McMannus; Clinical Medicine, by Dr. H. Barton Fellows; Clinical Medicine, by Dr. T. Dwight Stow; Case of Puerperal Convulsions, by Dr. T. F. Pomeroy; Indications for the Administration of Spigelia, by Dr. C. W. Boyce; Proving of Electro-Magnetism, by Dr. H. C. Hubbard; Alternation of Remedies, by Dr. W. A. Hawley; Record of a Case from Practice, by Dr. Harrison Willis; Mechanical Researches on the Subject of Trituration, by Dr. S. A. Jones; Malaria, by Dr. T. W. Hunt; Effects of Respiration upon the Teeth, by Dr. G. F. Foote; Carbolic Acid, by Dr. John Hornby; Clinical Medicine, by Dr. C. W. Boyce; Purpura Hæmorrhogica, by Dr. C. W. Boyce; Cases of Ovariotomy, by Dr. C. Ormis; Case of Cerebra-Spinal Meningitis, by Dr. H. Bennett.

The reading of the above papers occupied most of the time, with the report of subordinate societies.

Discussion was again held upon the Women's Infirmary and progress was reported.

NOMINATIONS.

The Nominating Committee made the following report, and the nominees were elected:

President—B. F. CORNELL.

Vice-Presidents—S. B. Barlow, Wm. H. Watson, L. M. Pratt.

Recording Secretary—H. M. Paine.

Corresponding Secretary—E. Darwin Jones.

Treasurer—James W. Cox.

Censors—John Searle, Lester M. Pratt, Richard D. Bloss, B. F. Joslin, Jr., Albert Wright, Alonzo S. Ball, Lucian B. Wells, Horatio Robinson, Jr., E. A. Potter, M. M. Matthews, L. M. Kenyon, D. T. Bishop.

Executive Committee—H. Robinson, L. B. Wells, Wm. B. Stebbins, E. B. Cole, H. M. Paine, H. Barton Fellows, J. S. Delavan.

Delegates were also elected to different medical societies in other States.

Dr. PAINE declined to act as Recording Secretary, and Dr. H. B. FELLOWS was chosen instead.

The usual resolutions of thanks were made, and the Society adjourned *sine die*.

CORNELL UNIVERSITY.

Meeting of the Trustees—Report of Mr. Cornell.

From Our Own Correspondent.

ALBANY, Wednesday, Feb. 13, 1867.

The Trustees convened to-day in the rooms of the State Agricultural Society, fifteen gentlemen being present. Senator CORNELL occupied the Chair, and Gen. J. MEREDITH READ, the historian, acting as Secretary. Senator CORNELL read a short account which he had prepared as to the present condition of the University, its plans and its prospects. The funds had been carefully invested, some of it having returned a large profit to the institution already. One of the buildings was in a state of progress, but it was hardly thought it would be ready to be used until the Fall of 1868. The plans have been made by an experienced architect of Buffalo, Mr. J. H. WILCOX, and embraced, when the plan was completed, some twenty buildings. The one now in progress was 160 feet long by 50 feet wide and four stories high.

THE FACULTY.

Senator WHITE, the President of the University, read the report of the Committee on the Faculty. They had been to Yale, Harvard, Columbia and other Colleges, and had also carried on an extensive correspondence with educational men, and had sough tto secure the best available talent. Two gentlemen would be recommended by them, Mr. EVAN W. EVANS, of Marietta, Ohio, and Prof. RUSSELL, of Antiock. Prof. EVANS was a graduate of Yale, of the Class of 1857, and had temporarily occupied the chair of Mathematics there during the absence of the regular Professor on a trip to Europe. He was a man of great attainments, both in mathematics and in general knowledge, and would be a valuable accession to the University. Prof. RUSSELL was also a man of great abilities.

Mr. GOULD and Mr. GREELEY indorsed these remarks, the latter saying that he had known Prof. RUSSELL while the latter resided in New-York.

A ballot being taken, these gentlemen were elected.

THE FARM.

Mr. GREELEY wished to know what had been done about the farm. He felt a strong interest in that department, and desired to see this a model farm.

Mr. CORNELL remarked that an experimental farm could scarcely be called a model farm, as it would be in its nature a school for instruction. He did not know, therefore, that it could be a model.

Mr. GREELEY thought it could, especially in its processes. It might not be so successful in a money point of view as another, but it should be successful in management and practice. He had been forcibly struck by a remark of an Englishman, a friend of his, that most people did not know how much land there was to an acre. There was much more than the public thought. When in Utah he had noticed a garden of BRIGHAM YOUNG which had enough fruit and vegetables in it, he soberly thought, to furnish twenty people with them during the season. In the college at Havana there was a very handsome farm. He knew that there was a prejudice against such agriculturists as had not always been farmers, and was anxious it should not exist in connection with the University farm.

Mr. CORNELL said it had always been supposed that there was one kind of crop which was very largely raised in Utah exceeding other places.

The Committee of Trustees were thereupon instructed to pay particular attention to the condition of the farm, and Mr. GOULD was added for that purpose to the Committee.

THEOLOGICAL SCHOOL.

Mr. GOULD read the report of the Committee on propositions to found theological schools, in which they declined to establish one. The report was accepted, and the accompanying resolution adopted.

REPORT ON MEDICAL COLLEGE.

Mr. GOULD also read the report of the Committee [illegible] in New-York [illegible]. They proposed to ask no money, and the letter to the Committee was signed, among others, by Dr. CARNOCHAN, the eminent surgeon.

Senator WHITE said he had not been able to make up his mind on the subject, and would not press the views of the Committee, but hoped it would be a point on which discussion could be pivotal.

A general discussion followed, participated in by Gov. FENTON, Mr. KELLY, Mr. BROOKS, Mr. [illegible] and others.

Mr. GOULD made a long and eloquent speech in favor of the adoption of a report endorsing the college. Medical science and medical knowledge had increased greatly within thirty years, and the plan of a true university embraced medical knowledge.

A Committee of physicians were heard in favor of their views, and the subject was recommitted to the Committee.

Some other unimportant business was transacted, and the Trustees adjourned to the call of the President.

THE STATE LEGISLATURE.

SENATE.......ALBANY, Wednesday, Feb. 13.

Mr. LENT presented a petition signed by 1,500 property-owners and tenants on Broadway, in favor of an underground railroad on Broadway.

BILLS REPORTED FAVORABLY.

To prevent the further collection of taxes for the introduction of gas in Richmond County.

For the relief of Buffalo School Commissioner.

Also, to increase the salary of GREGORY RETT, an overseer of Buffalo.

The Oswego Water Works.

By Mr. LENT—For the extension of Madison-avenue.

To amend the charter of Southern Central Railroad.

BILLS INTRODUCED.

By Mr. LA BAU—To incorporate the Metropolitan Market Company.

For the extension of Second-avenue.

Mr. T. MURPHY moved the Insurance Committee be instructed to inquire what legislation is necessary to protect property in New-York from destructive fires, which have recently visited the City. He offered the resolution at the request of several Presidents of Insurance Companies, very properly, because alarmed by the devastating fires of the past year. The resolution was adopted.

Mr. LENT gave notice of a bill to incorporate the Clinton Savings Institution of New-York. Also, a bill amending the charter of the Domestic and Foreign Missionary Society of the Methodist Episcopal Church of the United States.

The bill incorporating a company to construct a suspension bridge over the East River, to connect New-York and Brooklyn, was ordered to a third reading without amendment, except striking out the section exempting the bonds from taxation.

The Senate then adjourned.

ASSEMBLY.

The Secretary of State and the Comptroller sent in a reply to a resolution relative to printing reports for the Court of Appeals.

REPORTS.

By Mr. SELKRELY—To refund to Cornell University moneys paid by EZRA CORNELL to Genesee College.

By Mr. VANDENBURG—Providing for relief ag inst illegal assessments.

Also, to establish a Police force for the City of Utica and County of Oneida.

FOR THE CONSIDERATION OF THE HOUSE.

By Mr. PARKER—Against an elevated railway in the streets of New-York. Agreed to.

By Mr. WILLIAMS—For the relief of the Niagara Street Railway, City of Buffalo.

By Mr. HOYT—To incorporate the Brooklyn Soldier's Home.

By Mr. STILES—To amend the general railroad law.

By Mr. COVELL—To incorporate the Odd Fellows' Hall Association of Buffalo.

Also, to incorporate the Trustees' New-York Presbytery.

By Mr. DEVELIN—For an additional number of Notaries Public in the City of New-York.

Mr. PARKER called up a concurrent resolution to adjourn from the 15th to the 25th.

Mr. D. P. WOOD moved to amend it from Wednesday 20th, to Tuesday evening 26th. Lost.

The original resolution was then adopted.

The privileges of the floor were extended to Gen. SLOCUM during his stay in the city.

Adjourned, in order to give the use of the Chamber to the State Agricultural Society.

THE KENNEDY-CONNOLLY QUARREL.

Superintendent Kennedy Charged with Uttering a Libel by the Publication of his Recent Order—He Appears Before Justice Dowling in Answer to the Complaint, and Waives an Examination.

The recent difficulty occurring between Police Justice MICHAEL CONNOLLY and General Superintendent JOHN A. KENNEDY, of the Metropolitan Police Force, assumed a new phase yesterday, by Mr. CONNOLLY entering a complaint against the Superintendent for libel in issuing and publishing his recent order forbidding the members of said Police force taking any prisoner arrested by them on such days as Mr. CONNOLLY occupied the magisterial chair at the Fifty-seventh-street Police Court. In order that the original difficulty may be properly understood, it will be well to present a brief sketch of the initial proceedings which called forth Mr. KENNEDY's order.

At an early hour on Sunday morning, the 20th of January last, THOMAS GREGAN and ALLEN WOOLFORD, the former the proprietor of the Mansion stables, at the corner of Seventh-avenue and Forty-second-street, and the latter a barkeeper in his employ, for it would appear that the stable-keeper wss licensed to sell liquor upon the premises, were arrested for an alleged violation of the provisions of the Excise Law. It appears that Officers LEVINS and VAN GIESEN, of the Twenty-second Precinct, went to these stables and seeing a light within knocked at the door. Upon being admitted they found Messrs. GREGAN and WOOLFORD inside. The officers told them that they might consider themselves under arrest for violation of the Excise Law, in having their bar open after midnight and on the Sabbath. The prisoners remonstrated, saying that the place was virtually closed, that no liquors were exposed for sale, and further, that the officers had no business upon the premises, and that they had better leave immediately. This was the signal for a struggle, during which, it is alleged, one of the officers drew a revolver and threatened to shoot GREGAN if he made further resistance. Eventually both GREGAN and WOOLFORD were taken into custody and locked up.

During the same day the case was carried before justice CONNOLLY, who dismissed the complaint on the ground of insufficient evidence. The discharged prisoners then sought to retaliate upon Officers LEWIS and GIESEN, by causing their arrest upon a charge of assault and battery, when they were taken before Justice CONNOLLY, formally arraigned, and then discharged upon their parole to appear on the day set for an examination of the case. The officers failed to appear, however, and they were again arrested and taken before the Magistrate, to whom they explained that they were unable to be present on the previous day, owing to the fact of their arrest by the Sheriff under civil process, in suit for damages. They had given bail in the sum of $2,000, and were ready to proceed in the matter of the criminal charge.

The Justice instructed them that as the evidence was deemed conclusive against them he would expect them to give bonds for trial, and again released them on parole. On Friday, Feb. 8, the officers appeared before the Magistrate, declined to furnish bail and were accordingly fully committed for trial. This proceeding elicited the order complained of by Justice CONNOLLY.

On Tuesday Mr. CONNOLLY went before His Honor Mayor HOFFMAN, and preferred a complaint of libel, having, it is understood, endeavored to induce the Grand Jury to entertain the complaint and issue an indictment. The following is the affidavit made by Mr. CONNOLLY:

MICHAEL CONNOLLY, of the said City and County of New-York, being duly sworn, deposeth and saith that he is one of the Police Justices of the City and County of New-York, and has been such for five years past and upward; that he is one of the Presiding Magistrates at the Fourth District Police Court of the City of New-York, and has been attached to that Court in that capacity for two years and upward, last past; that he is the Magistrate referred to in the annexed record of complaint of the people on the return of THOMAS GREGAN *vs.* THOMAS LEVIUS and RICHARD VAN GIESEN, and that the various statements in the Record of Complaint, and the proceedings before this deponent are true in manner and form as therein set forth; that said record contains a full statement of the proceedings before this deponent, and of the final disposition of the complaint by the committment of the said LEPINS and VAN GIESEN to custody on their refusal to give bail in $300 each; that the said LEVINS and VAN GIESEN made no defence whatever to the charge against them, and that there was nothing at all before this deponent to contradict or discredit the statements of the complainant and his witness, (Mr. WOOLFORD;) and upon these statements the case, in the judgment of this deponent, constituted a grave charge against the said LEVINS and VAN GIRSEN; that the demand for bail from them was entirely the act of this deponent in his judicial capacity, and that the counsel for the prosecution did not participate nor claim the right to participate in that act; nor did he give any advice on the subject, nor was the course pursued in reference to the said LEVINS and VAN GIESEN at any stage, or in any part of it, taken or pursued under the advice of that counsel or any person whatever, but was the usual course in similar clases, suggested and followed by this deponent in the exercise of his judicial discretion; and this deponent further saith that JOHN A. KENNEDY, Superintendent of Metropolitan Police, of the Metropolitan Police District of the State of New-York, on or about the 8th day of February, 1867, issued, promulgated and published as such Superintendent to the Police force under him, and particularly to the members of the force embraced in or attached to the Precincts therein, an order as follows:

OFFICE OF THE SUPERINTENDENT OF METROPOLITAN POLICE, No. 300 Mulberry-street,
NEW-YORK, Feb. 8, 1867.

Captain ——— *Precinct.*

GENERAL ORDER NO. 489.—When it becomes unsafe for a member of the police force to faithfully perform his duty, lest by so doing he should incur the displeasure of a judicial incumbent, and expose himself to insult and degradation, it also becomes the duty of the Executive Officer of the Department to exercise his authority for the protection of the men under his command.

Two patrolmen have already been committed to prison on a frivolous charge of assault and battery, made by a liquor-dealer whom they had arrested, in proper discharge of their duty, for a violation of law, and this course having been taken under the advisament of a [illegible] counsel for a liquor-dealer [illegible], it is presumptive that a similar course is intended to be pursued toward all other faithful officers.

Therefore, until further orders, you will refrain from taking or sending any persons under arrest before Mr. Police Justice MICHAEL CONNOLLY, or to any Court where he may preside in the character of Justice of the Peace, for examination or commitment.

The Twelfth, Nineteenth, Twenty-first, Twenty-second, Twenty-third, Thirtieth, Thirty-first and Thirty-second Precincts will send all persons whom they may arrest to these headquarters at all times when it is known that Justice CONNOLLY is presiding at the Fourth District Court, for special orders as to the Court they shall be taken before. When any other Justice is holding Court at the Fourth District Court you will take your prisoners there as heretofore.

JOHN A. KENNEDY, Superintendent.

GEO. W. DILKS, Inspector.

That this deponent is the Magistrate referred to in and by the said order; and that each and every one of the statements therein affecting the cause of this deponent in reference to the said LEVINS and VAN GIESEN, (who are the policemen referred to therein, and the complaint or the said GREGAN, against whom is meant and intended thereby,) are untrue and libelous, except so far as they may be consistent with the statements of the said record of complaint and those in this deposition set forth; that this deponent charges that the defamation of this deponent in and by the said order was and is not only wholly wanton and unjustified and unjustifiable, was and is the result of personal and private malice on the part of the said KENNEDY against this deponent existing for several years back; that this deponent has been informed, believes and charges the said order has been circulated in copies issued to each of the Station-houses in the City of New-York, and read by the officers in command at these Station-houses to the force respectively attached thereto, and impressed upon them as something they must implicitly obey, and this has been done with the knowledge and assent and by the direction of the said KENNEDY; that the effect of the publication of the said libelous order has been and is in part to bring this deponent officially and personally into public odium, discredit and disgrace, and to hold him up to public censure, condemnation and reproach, and to scandalize, falsely and maliciously the administration of public justice in the City of New-York; that the said order was not written, or caused to be written, or published, or caused to be published or circulated by or through the instrumentality of the said KENNEDY from good motives or for justifiable ends; wherefore, this deponent prays that the said KENNEDY may be arrested for the offence aforesaid and dealt with according to law.

MICHAEL CONNOLLY.

Subscribed and sworn to before me this 12th day of February, 1867. JOHN T. HOFFMAN, Mayor.

The matter was then referred to Justice DOWLING, who sent a note to Mr. KENNEDY, informing him of the fact that a complaint of libel had been preferred against him, and requesting him to appear in answer thereto.

Yesterday afternoon, at 2 o'clock, Justice DOWLING took his seat in the examination room of the Tombs Police Court, when there appeared Justice CONNOLLY, with a few friends, and Superintendent KENNEDY, who was accompanied by Mr. VANDERPOEL, his counsel.

The main Court-room was crowded to excess by a mescellaneous gathering of spectators, nearly all liquor-dealers, while in the corridors of the Tombs could be seen another large crowd of the same description. As the examination-room is essentially private and circumscribed, none of these interested persons were admitted, and they suffered much disappointment.

Justice DOWLING opened the proceedings by stating that Mr. KENNEDY had answered the complaint and waived an examination, preferring to go before the Court for trial. Having adopted this course, there remained nothing more for him (Mr. DOWLING) to do except to order the commitment.

Mr. Connolly—I would like to send for my counsel, Sir, in order that the necessary examination or bail offered should take place.

Justice Dowling—There will be no necessity for any such formality, as Mr. KENNEDY's position is such that he can always be found when occasion requires.

Mr. Connolly—Does his position permit him to malign a Magistrate elected by the people?

Justice Dowling—My action in this case is the same, I presume, as Mr. CONNOLLY would pursue under the circumstances.

Mr. Connolly—I am much obliged to your Honor for the compliment, and I wish I could say the same for Mr. KENNEDY. I would like to have the Police Commissioners sworn to see if they had sanctioned the libel.

Justice Dowling—As Mr. KENNEDY has waived an examination on the charges, there is no occasion to examine any witnesses. I will, however, take the names of any witnesses the prosecution might give in, and send them to the Grand Jury with the papers, as is usual in such cases.

Mr. Connolly—It is customary to take the testimony of such witnesses the prosecution may be desirous of introducing.

Justice Dowling—The prosecution can present such testimony before the Grand Jury.

Mr. Vanderpoel—Mr. Kennedy is willing to appear.

Mr. Kennedy (interrupting)—On those charges.

Mr. Connolly—On others, too.

Mr. Kennedy—We will take those first.

Justice Dowling called the gentlemen to order.

Mr Connolly—Mr. Kennedy's interruption was impertinent.

Mr. Kennedy—You are impertinent, I have known you the last thirty years. I knew you when you sold rum at two cents a glass.

Mr. Connolly—I knew you when you cheated your partner and your sister-in-law.

Mr. Kennedy—Shut up your head.

The gentlemen were called to order by the presiding Magistrate, who proceeded formally to examine the accused preparatory to closing the case. Mr. KENNEDY made the following statement: "I am 63 years of age, a native of Baltimore, reside at No. 135 West Twenty-second-street; am Superintendent of Police, State of New-York; I am innocent of the charge, waive an examination, and am desirous of a speedy trial."

Having signed a bail bond Mr. KENNEDY was permitted to depart on his own recognizance. As he passed through the Court-room an attempt at a hiss was made, but was quickly suppressed.

Sale of 208,000 Tons of Pittston Coal at Auction—The Whole Sold in Twenty-five Minutes.

Yesterday the largest sale of coal ever made in this country at public auction took place at the Exchange Salesrooms, No. 111 Broadway, through Messrs. BURDETT, JONES & Co., auctioneers.

The coal was the property of the Pennsylvania Coal Company, and came from the Company's mines at Pittston. It was sold on the usual terms, and is deliverable at Newburgh, the freight thence being 70 cents per ton.

Considerable feeling has been manifested by the trade in regard to this sale, as it was thought that the offer at public auction of from 150,000 to 250,000 tons of coal at this time, when trade is generally depressed, would have a bad effect on the market, and send prices down very low. Indeed, some of the largest dealers offered to bet any amount of money that the company could not sell 50,000 tons of the coal, while others were quite sure that the prices obtained would not average $4 per ton. The company being thus challenged, as it were, determined, in spite of these ominous forebodings, that the sale should take place, and at 10½ o'clock yesterday morning about 250,000 tons of the coal was offered at auction.

The attendance at the sale was very large and there were but few of our large steamship, ferry, foundry or mill companies that were not represented, while coal dealers from all parts of the country were on hand to witness what they felt sure must prove a great failure. It soon became evident, however, that all their predictions would be falsified.

The auctioneer having read the terms of sale, Mr. HOYT, the Treasurer of the Company, said that the coal would be delivered between the present date and July; that the coal would be sold just as rapidly as it could be put up, and that there would be no dwelling on the prices by the auctioneer.

The lump coal was then put up and a bid of $4 per ton made. The price quickly rose to $5, at which figure over 100,000 tons were sold as rapidly as the names of the buyers could be recorded. The next kind (steamboat) also went off rapidly in very large parcels.

The following is a tabular statement of the quantities sold and the prices obtained:

105,500 tons lump coal	$5 00
37,050 tons steamer coal	5 12½
20,700 tons grate coal	5 12½
18,600 tons egg coal	5 25
14,250 tons stove coal	5 40
11,900 tons chesnut coal	5 25
208,000	

The bidding was so brisk and well sustained that the whole quantity, 208,000 tons, was disposed of in twenty-five minutes, the sale aggregating over one million of dollars. One of our largest steamship companies bought several parcels of 5,000 and 10,000 tons. Most of the coal was sold in large lots to steamship and iron companies, with whom it is a favorite. A considerable quantity was also bought for domestic purposes.

As compared with the January sale of Scranton coal, the prices obtained yesterday averaged about 28 cents per ton higher than those obtained at that sale.

The following are the figures of the last sale of Scranton coal:

4,000 tons steamer coal	$5 35	@	$5 50
6,000 tons lump coal	4 00	@	4 20
5,000 tons grate coal	5 75	@	6 10
5,000 tons egg coal	5 25	@	5 35
7,000 tons stove coal	5 75	@	5 87½
3,000 tons chestnut coal	4 45	@	4 87½

Fire Commissioners.

A stated meeting was held yesterday at Firemen's Hall, the President in the chair. Various communications were received and referred to proper Committees for action. The report of Committee on Appointments and Discipline, advising appointment of ALBERT STONE Engineer to Engine Company No. 21, and JAMES RYAN, private, to same Company, and FELIX O'ROURKE to Hook and Ladder Company No. 12, was adopted; also, report showing number of fires discovered and extinguished by individual companies for month of January to have been 32; also, report dismissing complaints of MICHAEL SNYDER against SNEIDER, HINES and FREDERICK, of Hook and Ladder Company No. 4, for absence without leave; also, complaint of W. W. BOULER against SOWERBY, Hook and Ladder Company No. 10.

Commissioner ENGS offered a resolution, which was adopted, that in view of the extensive conflagration on the morning of the 12th instant at the store of S. B. CHITTENDEN & Co., that a meeting of the Board be held Friday next, at 3 P. M., for the purpose of a thorough investigation into the origin and cause of the fire and of the working of the department at the same.

After the transaction of some routine business the Board adjourned.

The frequency of fires and the unsafe condition of Burton's old Theatre building, now occupied by the United States Courts, District-Attorney and Marshal, has suggested to lawyers and other interested persons, the necessity of procuring certified copies of bonds, pleadings, decrees and other important papers on record in the building, as in case of fire their destruction would cause incalculable loss, and the clerks of the United States District Court are now busily employed in making certified copies of such papers at the request of lawyers and others who wish to be on the safe side in case of the destruction of the building. It is to be regretted that the Government has not erected or provided a suitable fire-proof building for the use of the Federal Courts and officers in this City, when such an immense amount of important business is daily transacted.

The City of New-York and Her Public Parks—A Judgment for $10,000 Against the City Affirmed—Liability for Accidents Occasioned by Non-Repair of Streets, &c.

UNITED STATES SUPREME COURT.

WASHINGTON, Wednesday, Feb. 13.

The Mayor of New-York, Plaintiff in Error, vs. William P. Sheffield.—Mr. Justice MILLER delivered the opinion of the Court in this case, which has been reported in this paper, affirming the judgment below, thus sustaining the judgment for $10,000 against the city. The plaintiff, Sheffield, it will be remembered, was a citizen of Rhode Island, and being in New-York in the Winter of 1857 crossed the street below the City Hall Park, and in doing so fell over a stump, injuring him so seriously that before his recovery was effected an expenditure of over $3,000 was made in medical attendance, &c. The defence of the City was that the ground where the plaintiff was hurt was originally a portion of City Hall Park, and that it was thrown into the street without authority of law. The following synopsis of the opinion will explain the points of law involved: It was contended that the appropriation of this portion of the Park for use as a public street was illegal because not in accordance with the statute providing for the widening and improvement of streets. This statute was intended merely to secure to private land owners compensation for their property taken for public uses, and can have no application to the case of an appropriation of the Common Council of land owned by the City for purposes of streets. Nor is the argument that the Park is by contract and statute pledged for the redemption of the City debt, of any avail. It will be time enough to consider this question when some creditor of the City raises it. The legal title and the present use were in the City when the land was converted into a street, and the City authorities cannot now claim exemption for their negligence in the manner in which the conversion was made under the plea that their act was in violation of their duty to public creditors. When the authorities have treated ground as a portion of a public street, and taken charge of it as such, the same as of other streets, and if a party shall be injured thereon, and sues for damages, he cannot be compelled to go into the inquiry as to the regularity of the opening of the street or the authority for the act. The charge concerning the evidence of negligence as presented in the obstacle itself was substantially that the evidence of an obstacle in the street is such evidence of negligence on the part of the City as requires of its authorities explanation in order to escape liability. It is true, as a general proposition, that the City could be made liable for injuries caused by an obstacle in the streets without notice of such obstacle; but in this case the question of notice did not arise as a question concerning which the Jury required instruction. The authorities, in cutting down the tree themselves, left the stump in the condition it was in when the plaintiff fell over it, and, therefore, the question of notice as a fact could not be disputed.

[Advertisement.]

HERRING's Patent Champion Fire-proof Safes, and HERRING's new Patent Burglar-proof Safes, with HERRING & FLOYD's Patent Crystalized Iron—the only material which cannot be drilled—at No. 251 Broadway, New-York.

Passengers Arrived.

In steamship Gen. Meade, from New-Orleans—John Darno, Capt. J. H. Whitney.

MINIATURE ALMANAC—THIS DAY.
Sun rises..... 6 56 | Sun sets..... 5 34 | Moon sets.... 3 06
HIGH WATER—THIS DAY.
Sandy Hook.. 3 19 | Gov. Island. 4 08 | Hell Gate.... 5 30

MARINE INTELLIGENCE.

NEW-YORK....WEDNESDAY, Feb. 13.

Cleared.

Steamships E. B. Souder, Lockwood, Charleston, Livingston, Fox & Co.; Wamsutta, Fish, New-Bedford, Ferguson & Wood; Juno, Smith, Wilmington, Murray Ferris & Co.; M. Stevens, McKaig, South Amboy, W. Dalzell; Dirigo, Sherwood, Portland, J. F. Ames; Yazoo, Hodges, Norfolk, City Point and Richmond, G. Heineken & Palmore; Albemarle, Bourne, Norfolk, City Point and Richmond, Livingston, Fox & Co.

Steamtug T. P. Baldwin, (new,) Auld, Rio Janeiro, C. & R. Poillon.

Barks Groshertgogin Anna, (Meck.,) Wendt, Bristol, Funch, Meincke & Wendt; Auguste Louise, Hansen, Queenstown, Funch, Meincke & Wendt; Columbus, (Brem.,) Hilmer, Bremen, H. Koop & Co.; Carlton, Trecartin, Matanzas, Brett, Son & Co.; Gustemunde, (Brem.,) Kulhen, Bremen, Ruger Bros.; Idaho, Chapman, Aspinwall, Panama Railroad Co.

Brigs Troubador, (Br.,) Godfrey, St. Johns, N. F., Wilson & Camann; Isis, Coker, Cienfuegos, Lunt Bros.; Leonard Berry, (Br.,) Steeler, Bermuda, J. N. Harvey; M. C. Haskell, Haskell, Mobile, R. H. Drummond & Co.; Catharine, (Br.,) McDonald, Kingston, Jam., C. H. Trumbull.

Schooners J. Simonson, Ellis, Savannah, Murray, Ferris & Co.; Thomas Jefferson, Chase, New-Bedford, Ferguson & Wood; Maggie P. Smith, Grace, Philadelphia, Baker & Dayton; Robert Knapp, Lockett, Stamford; Sallie Benson, Palmer, Stamford; N. Chase, Snow, Point-au-Petre, Moss & Ward; Ely Jarvin, Atkins, Philadelphia, Baker & Dayton.

Sloop Oregon, Rhodes, Providence, Stranahan & Co.

Arrived.

Steamship Gen. Meade, Sampson, New-Orleans Feb. 5, with mdse. and passengers to H. B. Cromwell & Co. Has had much head wind during the passage, and been detained by thick fog the last 36 hours. 6th inst., lat. 25 14, lon. 84 13, spoke brig Ruth, of Whitehaven, bound to Liverpool; same day, schr. Robert, of Mystic, bound to New-York.

Steamship Dirigo, Sherwood, Portland, with mdse. to J. F. Ames.

Steamship Flambeau, Everson, Norfolk, with mdse. and passengers to Livingston, Fox & Co.

Ship Ladoga, (of Boston,) Willey, Cronstadt Nov. 8, and Elsinore Dec. 3, with mdse. to Wm. Ropes & Co. Was 25 ds. in the North Sea, with heavy westerly gales; saw the Shetland Islands Dec. 26, thence 19 ds. to the Banks, and 28 ds. to Sandy Hook; had a succession of westerly gales, with snow, hail and rain; saw only two vessels bound to the westward. Nov. 4, Alexander Cumberland, of St. John, N. B., was lost overboard in Cronstadt Docks.

Ship Martha, (Pruss.,) Leevin, Shields 100 ds., with coal to R. M. Sloman & Edye. Had very heavy weather; damaged sails, &c.

Bark Royal, (Br.,) Minstrel, Whampoa Oct. 2, with mdse. to Everett & Co., of Boston. Passed Angier Nov. 1, Cape of Good Hope Dec 9, and St. Helena Dec. 20; crossed the equator Dec. 29. Dec. 21, lat. 34 N., lon. 53 20 W., fell in with the brig D. R. De Wolf, from New-York, bound to London, waterlogged, and had been 12 ds. in that condition; took off the Captain and crew in an exhausted state; since, has encountered terrific west and northwesterly gales. Feb. 8, boarded ship Lancaster, from Liverpool for Philadelphia, 75 ds. out, and got a supply of provisions, of which we were short. 10th inst., took a heavy gale from N. W., which lasted 20 hours; was obliged to heave ship to under close-reefed maintopsail.

Bark Matilde, (Aus.,) Mitak, Marseilles 70 ds., with mdse. to Holmboe & Co. Has had very heavy weather during the passage.

Bark Apotheker Diesing, (Pruss.,) Legebarth, Havre 99 ds., with mdse. to Boyd & Hincken. Had very heavy W. and N. W. gales during the passage. Jan. 22, lat. 30, lon. 60, spoke an Am. bark, from Troon for Boston, 140 ds. out.

Bark Victoria, (Hamb.,) Peterson, Hamburg 80 ds., with mdse. and 69 passengers to R. M. Sloman & Edye. Came the southern passage, and had fine weather.

Bark Oak Ridge, (of Bucksport,) Ginn, Galveston 19 ds., with cotton to J. E. Ward & Co.

Bark Wilhelm Kiska, (Pruss.,) Khochanhwa, Bordeaux 97 ds., with mdse. to master. Had very heavy weather during the passage; stove bulwarks, split sails.

Brig William Creevy, (of Philadelphia,) Haley, Mobile 15 ds., with cotton to master.

Brig Valencia, (of Boston,) Small, Mansanilla Jan. 1, with molasses to Miller & Houghton. Had heavy weather the entire passage; lost part of deck-load, consisting of 10 logs of cedar, and vessel leaky; was as far north as lat. 36, and blown off to lat. 31.

Brig Albatross, (Br.,) Buckard, Matanzas via Newport, with molasses to P. V. King. Jan. 17, fell in with brig Shooting Star, (Br.,) Allen, which left this port Jan. 12, for Aspinwall, and took off the Captain and crew, and landed them at Newport.

Brig Da Capo, (Norw.,) Andersen, Cardiff 73 ds., with coal to Funch, Meincke & Wendt.

Schr. Matilda, (of Gibraltar,) Stevens, Para 25 ds., with rubber and skins to Ludman & Co. Had strong westerly gales; was off Barnegat on the 9th inst., and was blown off again.

Schr. J. G. Curtis, Atwood, Boston, for Tangier. Carried away bowsprit.

Schr. Mollie, Plummer, Eastport, with ship timber to Jas. Richards.

Schr. Czar, Hammond, New-Orleans, with mdse. to A. Abbott.

Schr. J. W. Allen, Doane, Pensacola, with mdse. to master.

BELOW—Brem. bark Betty Nutshorn, from Antwerp.

By Telegraph.

BOSTON, Feb. 13.—Arr. bark Sailor, Vince, from St. Thomas; brig Ocean Bell, Savannah.

CHARLESTON, Feb. 13.—Arr. bark Deodola, Liverpool; brig Spartan, Cape Breton. Off the Bar, bark Gladstone, Liverpool. Sld. steamer Moneka, New-York.

FORTRESS MONROE, Feb. 13.—Arr. ship Ilion, from Cardiff, with railroad iron for Baltimore; bark Sir Humphrey Davy, Rio Janeiro, with coffee to orders.

SAVANNAH, Feb. 13.—Arr. steamers North Point, Baltimore; San Jacinto, New-York. Sld. steamer Zodiac, New-York; ship Golden Light, Liverpool.

Miscellaneous.

The steamship Western Metropolis, Capt. Biers, of the New-York and Bremen Steamship Co.'s line, went on a trial trip yesterday. She has the Manly wheel arrangement, doubly strengthened, and in order to test it thoroughly, will not return to port until meeting with very heavy weather. Several prominent engineers proceed in the ship.

The Holl. ship Hugo Grotius, for Rotterdam, recently ashore on the West Bank, was towed up to the City yesterday P. M.

The statement in this morning's edition of the Herald in reference to the loss of the bark Cuba, on the East Bank, is an entire error.

The buoys on Stepping Stones and at Throgg's Neck have been carried away by the ice.

FORT MONROE, Feb. 10.—The steamer Adelaide, Capt. Cannon, from Baltimore, with the mails and passengers for Norfolk, southward bound, arrived this afternoon. She met heavy ice about 23 miles below Baltimore. From Sandy Point to Sharks' Island there were large fields of drifting ice coming down the Susquehanna River. The weather was very stormy in the bay last night, the wind blowing a gale from the southeast, with rain and fog. About 10 o'clock P. M. the wind shifted to the westward, and the weather became partially clear.

FORTRESS MONROE, Feb. 11.—The weather here is chilly and cold, the wind being from the N. W., and last night it froze hard.

The brig Resolute, before reported as sailing from here for Baltimore and Savannah, was seen anchored yesterday near the mouth of the Rappahannock River.

The Brem. ship Adolphin, Capt. Bartels, from Bremen with 110 passengers for Baltimore, arr. in the Chesapeake Bay yesterday, and is anchored, owing to head winds preventing her from sailing up.

The schooner Jackson, Capt. Huffington, 14 days from St. Blas, with a cargo of cocoanuts and oranges for Baltimore, has arrived here wind bound.

The bark Maggie Hamin, from Cardiff for Baltimore, with railroad iron, is also anchored at the Capes, awaiting opportunity to proceed up the bay.

The steamer Eolus, running from Norfolk to Mathews County and Cherrystone, which went ashore three weeks ago on a sand-bar in the East River, was hauled off to-day by the steamer Georgiana, and has arrived at Norfolk without injury to her hull. The United States steamer Yankee, commanded by J. G. Maxwell, was put into commission to-day at the Gosport Navy-yard, and the gunboat Taconey, commanded by F. A. Roe, goes into commission to-morrow.

The ice in the Chesapeake Bay and James River is rapidly disappearing, and the navigation of these waters is open to the regular steamers running to Richmond and Baltimore.

The following vessels have cleared from Norfolk: Brig Senorita, Townsend, from Barbados, staves, for Baltimore. Brig Lizzie Daniels, Rockwell, from Baltimore, with cotton, &c. Schr. R. C. Stannard, Hubbard, from Georgetown, D. C., lumber.

The schr. G. W. Rawley, Allen, from Richmond, Va., for Boston, with lumber, and the schr. Seventy-six, Teal, from Timber Cove, have arrived.

Spoken, &c.

Oneida—schr., from Boston for Wilmington, N. C., 18 ds. out, Jan. 25, lat. 32 15, lon. 72 33.

MARVIN & CO'S
ALUM AND DRY PLASTER
FIRE AND BURGLAR
SAFES
Are now considered the
BEST IN THE WORLD.
Principal Warehouses, { No. 265 BROADWAY, New-York.
No. 721 CHESTNUT-ST., Philadelphia.

NOTICE.

E. S. JAFFRAY & CO.,

HAVE MUCH PLEASURE IN INFORMING THEIR FRIENDS AND CUSTOMERS THAT THEY RECEIVED ONLY TRIFLING DAMAGE FROM THE FIRE THIS MORNING. THEIR STOCK IS IN PERFECT ORDER, AND THE BUSINESS WILL CONTINUE WITHOUT INTERRUPTION.

No. 350 BROADWAY.

NEW-YORK, FEB. 12, 1867.

FRANK LESLIE'S ILLUSTRATED NEWSPAPER
FRANK LESLIE'S ILLUSTRATED PAPER.
NO. 595. VOL. XXIII.
READY AT ALL NEWS-STANDS ON WEDNESDAY, THE 13TH OF FEBRUARY, 1867.
33 ILLUSTRATIONS.
THE DESOLATE HOME; a picture of suffering in the South.
THE PICTORIAL SPIRIT OF THE FOREIGN ILLUSTRATED PRESS. Eight illustrations.
GUTTA-PERCHA LIFE BOLSA.
GENERAL CLINTON B FISK, GOVERNOR R. M. PATTON, of Alabama.
THE INTERCEPTED VALENTINE.
THE FRESHET IN THE POTOMAC. Three illustrations.
THE FANDANGO. By GUSTAVE DORE.
SPANISH AMOUR, at Tallahasse, Florida.
CROMWELL'S BIBLE.
HOME INCIDENTS. Twelve illustrations.
PROBABLE MISTAKE AT THE PARIS EXPOSITION.

READING MATTER.
MY STEP-MOTHER. Chapter V.
THE LAST CHRONICLE OF BARSET. By ANTHONY TROLLOP. Chapters IV., V.
MRS. CAUDLE'S LECTURE. No. 7.
EDITORIALS, POEMS, &c., &c., &c.

AN EXTRACT FROM CINCINNATI COMMERCIAL:

The Cincinnati Commercial of the 24th ultimo contains in its New-York correspondence the following allusion to HOFF'S MALT EXTRACT BEVERAGE OF HEALTH:

It may interest Cincinnatians to know that a new beverage has recently been introduced here, which promises to rival if not SUPPLANT lager, double X, and any quantity of similar throat lubricators, now so popular in the United States. The new drink has, moreover, quite a RESPECTABLE PRESTIGE as being of SANITARY VALUE, and, in fact, brings from Europe an EXALTED REPUTE, which appears to justify the assumption of its name—Biere de Sante de Hoff, or Hoff's Beer of Health, or, Hoff's Gesundheit Bier. Across the water it has for 18 years been accumulating reputation, until its annual consumption both as a BEVERAGE and REMEDY has reached the handsome aggregate of from fifteen to eighteen million bottles. Mr. Hoff, the proprietor, has opened an American branch office in this City, at No. 542 Broadway. Another name for the beer is "Hoff's Malt Extract," from which it is easy to infer what the principal matters are of which it is compounded; but it differs as a beverage from all other malt preparations, AS IT IS ALMOST FREE FROM ALCOHOL, and therefore neither intoxicating nor irritating; as it PROMOTES DIGESTION; as it contains MORE NUTRIMENT THAN PORTER, ALE OR THE STRONGEST BEER; besides it is of so excellent and palatable a taste that those who once begin continue its use, and find that IT REALLY PRESERVES THE HEALTH. It is not for us to praise it as a remedy—that belongs to the profession; but every one is obliged to think highly of it, as it is known that there exists for the sick and suffering no other strengthening remedy, WHICH UNITES TO AN AGREEABLE TASTE the most nourishing effects, and which, while it pleases the palate, strengthens the whole system.

HOFF'S MALT EXTRACT DEPOT,
No. 542 BROADWAY.

PRICE, $6 per dozen, delivered to any part of this City or suburbs free of charge.

WOOD TURNERY.

Wood turning of every variety, either eccentric, concentric or regular, handles of every variety, skate woods, croquet, &c.
JOHN N. BUNNELL, Unionville, Conn.,
Thirty-three miles from New-Haven via Canal R. R.

BACK NUMBERS OF THE NEW-YORK TIMES for 1861, '62, '63, '64, '65 and '66 for sale. Apply at or address Subscription Desk of the New-York Times Office.

CUT GOBLETS—GOOD ARTICLE—$2 50 PER dozen, at WASHINGTON HADLEY'S, middle Cooper Institute block. No connection with corner store.

FRENCH CHINA DINNER PLATE—$2 00 per dozen, at HADLEY'S, middle Cooper Institute block. No connection with corner store.

FRENCH CHINA TEA PLATES—$1 50 PER dozen, at WASHINGTON HADLEY'S, middle Cooper Institute block. No connection with corner store.

FRENCH CHINA DINNER SETS—130 pieces, $30, at WASHINGTON HADLEY'S, middle Cooper Institute block. No connection with corner store.

FRENCH CHINA TEA SETS—44 PIECES—$7 00, at WASHINGTON HADLEY'S, middle Cooper Institute block. No connection with corner store.

FRENCH CHINA CUPS AND SAUCERS—24 pieces—$2, at WASHINGTON HADLEY'S, middle Cooper Institute block. No connection with corner store.

GO TO THOMAS R. AGNEW'S, GREENwich and Murray sts., where you will find teas, coffees, fish, flour and everything else cheaper than any store in New-York. One-price house.

GO TO MACFARLAND'S BOOK-STORE, corner of 23d-st. and Broadway. There you'll find all the NEW BOOKS of the day and all the old standard works, and also choice English, French, and Scotch stationery.

OFFICIAL DRAWINGS.

KENTUCKY—EXTRA CLASS NO. 173, Feb. 13, 1867.
10, 15, 35, 41, 34, 14, [illegible], 27, 19, 73, 28, 47, 58.
KENTUCKY—CLASS NO. 174, Feb. 13, 1867.
33, 60, 29, 26, 40, 48, 51, 49, 37, 3, 31, 10, 6, 47.
SHELBY COLLEGE—EXTRA CLASS NO. 97, Feb. 13, 1867.
71, 32, 7, 58, 23, 33, 39, 49, 15, 47, 30, 67, 38.
SHELBY COLLEGE—CLASS NO. 98, Feb. 13, 1867.
8, 30, 17, 59, 50, 1, 71, 21, 51, 36, 43, 78, 29, 32.
JOSEPH BATES, No. 78 Broadway, New-York.

ROYAL HAVANA LOTTERY OF CUBA.

$384,000 in gold drawn every 17 days. Prizes cashed and information furnished. The highest rates paid for doubloons, and all kinds of gold and silver.
Principal office—United States—No. 16 Wall-st., New-York; and Calle de La Habana 108, Havana, Cuba.
TAYLOR & CO., Bankers, No. 16 Wall-st.

CIRCULARS AND INFORMATION FURnished in all legal lotteries. J. CLUTE, Broker, No. 176 Broadway and No. 155 Fulton-st.